The Bombay Gazette.

No. 9,593—New Series. BOMBAY :—TUESDAY, AUGUST 19, 1879.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Bombay Gazette* are as follow:—

To Subscribers in Bombay—*Delivered free.*

In Advance.		*In Arrear.*	
Per Annum	Rs. 48	Per Annum	Rs. 60
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Ten Lines and under—

First insertion	Rs. 5	0
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A lines, but no Advertisement counted as less than eight lines

LONG ADVERTISEMENTS.

First insertion .... 8 As. per Line.
Second do. .... 4½ ,, ,,
Third and succeeding .... 2½ ,, ,,

In the Native Languages, double the above.
For Advertisements which are to be inserted for a considerable time special contracts may be made.

SPECIAL SHORT ADVERTISEMENTS.

Advertisements of two or three lines relating to such matter as Small Sales, Business Cards, Situations, Wanted or Servant Required, Houses or Lodgings to Let, Changes of Residence, Articles Lost or Found. The scale for Advertisements belonging to any of these classes as follows:—

Not exceeding three lines ....Rs. 1-0
Each succeeding line.......... ,, 0-8 As.

Advertisements exceeding five lines will be charged for at our recent ordinary rates.
No Advertisement will be inserted for less than *One Rupee*, and payment must in all cases be made in *Cash*.

All Advertisements are charged according to the space occupied. Nonpareil, or smallest type, 12 lines of which go to the inch.

DOMESTIC OCCURRENCES: EACH—TWO RUPEES.

"BOMBAY GAZETTE" OVERLAND SUMMARY.

Subscription for one Year, *Post Free in India*, Rs. 12. Postage to England, Rs. 6-8.
Price per Copy.......... As. 4.

All Cheques, Money Orders, and other Remittances should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (LIMITED)

WILL DESPATCH STEAMERS AS FOLLOWS:—



FOR COAST AND CALCUTTA.

S. S. "CANARA," 1,903 Tons, on SATURDAY, 23rd August, 1879, at 3 P.M., calling at Rutnagherry, Vingorla, Goa, Carwar, Coompta, Mangalore, Cannanore, Tellicherry, Beypore, Calicut, Cochin, Alleppey, Tuticorin, Colombo, Galle, Negapatam, Madras, Coconada, Vizagapatam, Bimlipatam, Gopalpore, False Point. Ports are called at in the foregoing or any order.

Conveyance to the Nilgherry Hills.—The steamers are timed to reach Beypore at daybreak, and arrangements have been made for a train to leave Beypore specially in connection with the steamers' arrival to convey passengers right through to Mettapolium, where they will arrive at 7-45 p.m., and after staying for the night can proceed up the Ghat early the following morning.

FOR KURRACHEE AND PERSIAN GULF.

S. S. "COCONADA," 862 Tons, on TUESDAY, 19th August, 1879, at 4 p.m., calling at KURRACHEE, GWADUR, MUSCAT, JASK, BUNDER ABBAS, LINGA, BUSHIRE, FAO and BUSSORAH, in the foregoing or any order.

FOR CUTCH MANDAVI AND KURRACHEE.

S. S. "AKOLA," 578 Tons, on FRIDAY, 22nd August, 1879, at 2 p.m.

FOR LONDON, via SUEZ, ALGIERS AND LISBON.

S. S. BURMAH, 1,081 Tons, on FRIDAY, 22nd August 1879, connecting at Aden with S. S. CHYEBASSA, 2,639 Tons, and PATNA, 1,780 Tons.

Saloon passage .... Rs. 500
Second Class passage .... ,, 335

The Chyebassa and Patna are due in London on 26th September and 4th October respectively. Transfer at Aden made by Company.
The S.S. Chyebassa carries a Surgeon and Stewardess.

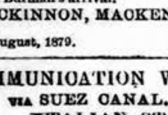
FOR NATAL, MOZAMBIQUE, ZANZIBAR, ADEN, HODEIDA AND JEDDAH.

S. S. BURMAH, 1,081 Tons, on FRIDAY, 22nd August 1879. Cargo and Passengers for Hodeida and Jeddah can be sent by this steamer at through rates. A favourable opportunity of passage to Natal is offered as the Union Company's steamer is timed to leave Zanzibar for Natal within 24 hours of Burmah's arrival.

MACKINNON, MACKENZIE & Co., Agents.

Bombay, 16th August, 1879.

STEAM COMMUNICATION WITH ITALY via SUEZ CANAL.



ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

THE REGULAR STEAMERS LEAVE GENOA on the 24th, and BOMBAY on the 1st *of each Month.*

PASSENGERS' RATES FROM BOMBAY.
(Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.		3rd Class.	
Aden	Rs. 220	Rs. 150	Including Wines	Rs. 40	Without food.
Suez	360	220		60	
Port Said	380	240		90	
Messina	500	340		140	
Naples	500	340		140	
Leghorn	500	340		140	
Genoa	500	340		140	
Marseilles	520	350		145	

Children under 8 years, free of charge; Children not above 10 years, half fare.
Passengers' heavy Baggage will be delivered in LONDON FREE of CHARGE to the extent allowed in the Handbooks. All extra Luggage will be charged for at rates which can be learnt from the Agent.

NEXT STEAMERS FROM BOMBAY:—
ASSIRIA to sail on MONDAY, 1st September 1879.
PERSIA, to sail on WEDNESDAY, 1st October.

All Steamers of this Company have large First and Second class accommodation; and always carry a Doctor and a Stewardess on board.
The steamers of this Company, as a rule, start precisely at 10 a.m. Any unavoidable detention will, however, be advertised at least one day previously.
For Hand-books of information, rates of freight, &c., apply to

C. GRONDONA,
Agent Rubattino Steam Navigation Company,
No. 2, Hummum Street.

Bombay, April, 1879.

HALL LINE OF STEAMERS.

S. S. RYDAL HALL,
CAPTAIN OWEN LLOYD,
2,700 Tons, 400 H. P.



THIS Steamer will sail for LIVERPOOL on or about the h September.
For plans of Saloon and further particulars apply to

W. & A. GRAHAM & Co., Agent.

Bombay, 16th August 1879.

TENTS.

THE ELGIN MILLS COMPANY ARE NOW REGISTERING ORDERS FOR THEIR SUPERIOR CAMP EQUIPAGE FOR THE ENSUING CAMPING SEASON.

TO ensure prompt delivery and prevent disappointment, early indents are solicited.
Extract:—"For excellence of material, style of finish, durability, lightness, and waterproof qualities, the Tents I have received from the Elgin Mills, Cawnpore, both for Hill and Plains, far excel any I have ever met with in India."

FOR PRICE LISTS, TESTIMONIALS, AND ALL OTHER PARTICULARS APPLY TO
THE AGENT,
ELGIN MILLS CO ANY, CA NPORE.

PERRY DAVIS' VEGETABLE PAINKILLER.

Per y Davis & Son, Manufacturers and Proprietors Providence, Rhode Island, U. S. A.

UNSURPASSED AS A FAMILY MEDICINE AFTER FORTY YEARS' TRIAL.

IT is a purely and carefully prepared VEGETABLE COMPOUND.
And a complete mitigator of Pain.
A capital antidote for SCORPION STING and SNAKE BITES.
As an application for BRUISES, BURNS, NEURALGIA and RHEUMATISM has no equal
AS A REMEDY FOR DIARRHŒA, DYSENTERY, CHOLERA.
Or any sort of Bowel Complaint it stands alone for efficiency and rapidity of action.
Full Directions accompany each bottle.
Retailed by Chemists all over the world.
Beware of Imitations [illegible] Indian Bazars.
ESUF [illegible] LA, No. [illegible]

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.



THE following or other Steamers will be despatched for EUROPE:—

	Vessels.	Tons.	H.P.	Captains.	1879
(s)	AUSTRALIA	3663	600	G. F. Cates	22nd Aug.
—	BANGALORE	2342	450	C. Fraser	29th do.
(s)	POONAH	3130	550	J. Orman	5th Sept.
—	VENETIA	2726	450	C. G. Perrins	12th do.
(s)	PEKIN	3777	600	W. Woolcott	19th do.

Passengers are booked to ADEN, SUEZ, BRINDISI, ANCONA, VENICE, MARSEILLES, MALTA, GIBRALTAR and SOUTHAMPTON by every Mail. The Steamers marked (s) proceed direct to Southampton. By the others Passengers change vessels at Suez, and those for Brindisi, Ancona, Venice, and Marseilles are conveyed by Rail from Suez to Alexandria.
A Launch leaves the Company's Dock Head, Mazagon, at 3 p.m. on the day of sailing.
For Passage, &c., apply to

ADAM TAIT, Acting Superintendent.

Bombay, 7th July 1879.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.



THE following Steamers will be despatched for the above ports, carrying H. M.'s Mails, and taking [illegible] go for Madras and Calcutta:—

Vessels.	Tons.	H.P.	Captains.	
GWALIOR	2732	450	J. C. Babot	1st Sept.
ANCONA	3200	600	E. G. Stead	15th do.

A Launch leaves the Company's Dock Head, at Mazagon, at 3 p.m. on the day of sailing.
For Passage, &c., apply to

ADAM TAIT, Acting Superintendent.

Bombay, 7th July 1879.

STEAM TO KING GEORGE'S SOUND, ADELAIDE, MELBOURNE, AND SYDNEY, CALLING AT GALLE.



THE following Steamers will be despatched for the above ports:—

Vessels.	Tons.	H.P.	Captains.	
SIAM	3014	500	G. N. Hector	12th Sept.
ASSAM	3033	500	N. Stewart	10th Oct.

A Launch leaves the Company's Dock Head, at Mazagon, at 3 p.m. on the day of sailing.
For Passage, &c., apply to

ADAM TAIT, Acting Superintendent.

Bombay, 7th July 1879.

QUEEN INSURANCE COMPANY.

CAPITAL, TWO MILLIONS STERLING.
FIRE RESERVE FUND ... £261,444

Fire Premiums after deducting Re-insurances.. In 1870 ... £139,808; ,, 1873 ... £295,149; ,, 1877 ... £450,883

POLICIES issued and CLAIMS promptly paid without reference to Head Office, by

KILLICK, NIXON & Co., Agents.

SALES BY AUCTION.

SORABJEE COWASJEE AND COMPANY.

ON COMMISSION SALE.
Fresh arrival of Gent's and Lady's Boots and Shoes.

SORABJEE COWASJEE.

Bombay, 19th August 1879.

NOTICES.

FOR SALE, MANILLA and OILED COIR ROPE and CORDAGE. Apply to
OWEN & OKELL,
Agents to W. H. HARTON & Co., Calcutta.
A llo Street, Bombay.

INDIA TO ENGLAND by THE LEVANT AND THE DANUBE. Re-printed from the *Bombay Gazette*. Price—ONE RUPEE.
ay be had at the *Bombay Gazette* Office and from Messrs. Thacker & Co.

For Sale at this Office,
A BOOK-BINDERS' SAW-BENCH. This Machine is for sawing the backs of Books and it is arranged for foot or steam power. It contains seven Circular laws and various-sized Washers for changing every quarters, an inch.

COPPER-PLATE PRINTING, ENGRAVING, &c.
VISITING CARDS, Invitation Cards, Wedding Cards and Envelopes, Cheques, Bills of Lading, Office and Bank Seals, Seals for Stamping Envelopes, &c., engraved to order as moderate prices.
Also,
WOODCUTS of every description engraved at shortest notice and at moderate prices.
pecimens may be seen at the "Bombay Gazette" Office.

ILL HEALTH.—Numerous diseases arise or cannot be got rid of by reason of impurity of blood. OLD DOCTOR JACOB TOWNSEND'S SARSAPARILLA has now for nearly half a century been proscribed in all such cases. Its cleansing, tonic, and restorative qualities render it peculiarly efficacious in cases of Billiousness, Disordered Stomach or Liver, Headache, Skin, Blotches, Piles, and ailments arising from a tainted state of the blood or debilitated constitution. To those living in crowded cities or in unhealthy districts its effects are magical. Many remedies for particular diseases fail in consequence of the enfeebled and impure state of the system. Cleanse, strengthen, and purify the system and blood, and maladies which have long proved incurable will vanish or ield to other remedies.
In conjunction with this invaluable Preparation may, with great advantage, be taken the OLD DOCTOR'S SARSAPARILLA PILLS, aperient and alterative, but not purgative. Wholesale Agents Messrs. Bathgate and Co., for Bengal and alcutta; Messrs Barry and Co., Vepery, Madras; Messrs. Treacher and Co., Bombay, Byculla, and Poona; or at the Sarsaparilla Depot, 131, Fleet Street, London.
☞ Notice.—Fraudulent imitations of old Dr. Jacob Townsend's Sarsaparilla are being sold. The genuine is sold only in Red and Blue Wrappers, the Old Dr's head is the centre and the British Government stamp affixe

In the Press, and will shortly be published.

A COLLECTION OF

LEGISLATIVE ACTS:

USEFUL TO MERCHANTS IN GENERAL.

Price—Rs. 5; Interleaved, Rs. 6-8
Postage Annas 4 Extra.
COMPRISING:

Sea Customs Act 1878—With Government Resolutions, dated 3rd February and 8th March 1879, regarding the immediate discharge of cargo, and of dutiable articles imported into India by Letter Post.

Customs Tariff Act, 1875—With Notes Notifications, and exemptions of articles from Customs duties, which came into force from the 1st April 1879.

The Indian Arms Act, 1878—With revised Rules and Notifications made by the Governor-General in Council on the 6th March 1879.

The Opium Act, 1878—With Rules and Notification made by the Governor-General in Council on the 30th March 1878.

The Bombay Salt Act, 1873—With Notification regarding Shipments of Salt to Calcutta.

The Salt Act, 1877.

The Stamp Act, 1879—With Notification and Rules made by the Governor General in Council on the 19th April 1879.

The Indian Ports Act, 1875.

The Native Passenger Ships Act, 1876.

The Abkari Act, 1878—With Rules and Notifications.

Periodical Survey of Steam Vessels Act, 1864—With Rules and Regulations made by the Governor in Council for the guidance of Shipwright and Engineer Surveyors, &c.

The Steam Vessel Survey Amendment Act, 1873.

The Bombay Port Trust Act, 1879.
LIMITS AND RULES OF THE PORT OF BOMBAY.

Intending subscribers should send in their orders soon, as a very limited number of Copies will be printed.

Orders for Copies may be registered at the BOMBAY GAZETTE Office, Meadow Street, Fort.

NEW ADVERTISEMENTS.

IN THE HIGH COURT OF JUDICATURE AT BOMBAY.
ORDINARY ORIGINAL CIVIL JURISDICTION.

In the MATTER of the INDIAN COMPANIES' ACT X. of 1866, and in the MATTER of THE BOMBAY HEMP and JUTE MILL COMPANY, LIMITED, (IN LIQUIDATION).
NOWROJEE FURDOONJEE and MICHAEL ROZARIO DE QUADROS ....Official Liquidators.

THE HONORABLE Mr. JUSTICE GREEN has, by an Order dated the 12th day of July, 1879, appointed NOWROJEE FURDOONJEE and MICHAEL ROZARIO DE QUADROS, Esquires, to be Official Liquidators of the above-named Company.—Dated this 18th day of August 1879.

G. H. FARRAN, Prothonotary.

Messrs. PRESCOT & WINTER, Official Liquidators' Attorneys.

ATMARAM SAGOON & CO.

NEW BOOKS—TERMS CASH.

	Rs. a.	Rs. a.
Ainsley's Engineers' Manual, new and revised edition, 1879..	[illegible]	[illegible]
Bayley's Pocket Book for Ch[illegible] Students, &c..	3 0	3 4
Rosengarten's Architectural Styles with 639 illustrations ...	4 4	4 12
Nicholl's Theoretical and Practical Boiler-maker.	4 8	4 12
Forney's Catechism of the Locomotive, new edn.	6 4	6 10
Calvert's Mechanics' Reference Book..	2 8	2 12
The Human Species, by De Quatrefages (in S. Series)	2 8	2 12
The Jataka, edited by V. Fausboll, Vol. II.	14 0	14 8
Modern Chromatics, by O. N. Rood (in S. Series)	2 8	2 12
Spencer on Education, cheap edition..	1 6	1 8
Max Müller and the Philosophy of Language	3 8	3 12
The Shakespeare Key (unlocking the treasures of his style, &c.), by Charles and M. C. Clarke	12 0	12 8
Clarke's Concordance to Shakespeare	14 0	14 12
Drayson's The Art of Practical Whist	2 0	2 4
Last Counsels of an Unknown Counsellor, by John Dickinson	3 8	3 12
Malthus' The Principle of Population	6 4	6 10
Burgh's Pocket Book of Compound Engine	4 4	4 8
Auchincloss' Link and Valve Motions	9 0	9 8
Johnson's Select Works C. P. Series	2 4	2 8
Mivart's Genesis of Species	4 8	4 12
Proctor's Myths and Marvels of Astronomy	7 0	7 8
Guillemin's The Heavens, edited by Lockyer and Proctor	7 0	7 8
Reynold's Locomotive Engine-Driving	2 8	2 12
Dods' Mesmerism and Electrical Psychology	2 4	2 8
Arcana of Spiritualism, by H. Tuttle	3 0	3 4
Gregory's Animal Magnetism, or Mesmerism and its Phenomena	3 0	3 4
Crooke's Phenomena of Spiritualism	2 12	3 0
Noad's Students' Text-Book of Electricity, 1879	6 4	6 10
Richard's Steam Engine Indicator	5 0	5 4
Anacalypsis, Vol. I., by Higgins	7 0	7 8
Treatise on Valve-Gears, by Zeuner	7 0	7 8
Johnston's Chemistry of Common Life	4 4	4 10
Napier's History of the Peninsular War, 2 Vols.	3 8	4 0
Heighway's Practical Portrait Photography	0 9	0 10
,, The Esthetics of Photography	0 9	0 10
Hand Horse Book, or Practical Instructions in Driving, Riding, and the General Care and Management of Horse	2 8	2 12
R. Browning's Selections from his Works	3 12	4 0
Arnold's Selected Poems G. T. Series	2 4	2 8
Swinburne's Poems and Ballads, 2 Vols.	9 0	9 8
The Ingoldsby Legends	3 0	3 4
Life in London; or The Day and Night Scenes	4 0	4 4
Trall's Sexual Physiology	3 0	3 4
Ouida's Puck	2 8	2 12
Chronicles of Dustypore, by Cunningham	1 4	1 6
Autobiography of Lutfullah, by Eastwick	1 4	1 6
Chronicles of Budgepore, by Prichard, 2 Vols.	7 0	7 8
Courtney's Metaphysics of John S. Mill	2 12	3 0
Freedom in Science and Teaching	2 12	3 0
Huxley's Physiography	4 0	4 4
Mallock's New Republic	3 0	3 4
,, New Paul and Virginia	1 12	1 15
Fleming's A Nile Novel	3 4	3 8
Khory's Digest of Medicine	11 0	11 12
Billroth's Surgical Pathology and Therapeutics	10 0	10 8
Tanner's First Principles of Agriculture	0 9	0 10
Stephens' Catechism of Agriculture	0 9	0 10
Johnson's How Crops Grow	6 0	6 6
,, ,, Feed	6 0	6 6
Cotton Culture, by J. B. Lyman	4 8	4 12
Robinson's In my Indian Garden	2 0	2 3
Beeton's All about Gardening	1 4	1 8
,, Garden Management	4 0	4 6
Reasonwhy Gardeners and Farmers	1 4	1 8
Loudon's Encyclopœdia of Gardening	12 0	12 12
,, ,, Agriculture	12 0	12 12
Everett's Shorthand for General Use	1 8	1 11
Combe on Education (per next Mail)	8 8	9 0
Weber's Indian Literature	10 0	10 8
Braithwait's Medicine from January to June, 1879	3 12	4 0
Manners and Tone of Good Society	1 4	1 6
Gladstone's Gleanings of Past Years, 6 Vols.	8 4	9 0
Essays from Shakespeare, by Bellamy	2 12	3 0
The Spirits' Book, by Anna Blackwell	4 0	4 4
The Mediums' Book, by ,,	4 0	4 4

ATMARAM SAGOON & Co.

Bombay, 16th August 1879.

VIENNA BEER.

IMPORTED DIRECT FROM THE BREWERY IN SPLENDID CONDITION.

Cash.
Per doz. Quarts ......Rs. 6-8
Per doz. Pints .... ,, 4-4

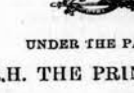
TREACHER & CO. (LIMITED).

PETIT MEDOC CLARET.

THE Company's importation of this Wine remains unequalled at the price. The Public are respectfully requested to compare the quality with similar Brands (so styled) recently shipped to this market.
Per doz. Quarts, Cash, Rs. 13-0.

TREACHER & COMPANY (Ld.)

THE RAT PLAGUE.



UNDER THE PATRONAGE OF
H.R.H. THE PRINCE OF WALES
AND
THE GOVERNMENT OF BOMBAY.

THE PATENT
VERMIN ASPHYXIATOR,
FOR
DESTROYING RATS,
RABBITS, MOLES, SNAKES, REPTILES, INSECTS, &c.

MANUFACTURERS
JOHN WATTS & Co., 6, Broad Weir, Bristol.

May be had at the *Bombay Gazette* Office, where all particulars can be obtained.

For Sale at this Office.
BEST RED RULING INK.
MACHINE BLANKET
COARSE, 48 inch wide.
IRON STANDING PRESS.
In good order, very strong, with extra power size of platen 29 by 21.
LITHOGRAPHIC STONES.
BLACK PRINTING INK.
ALSO
SECOND-HAND STEAMER BLOCKS AND SHIP BLOCKS.

SPECIAL SHORT ADVERTISEMENTS.

The scale for these Advertisements is as follows:—Not exceeding 3 lines, Re. 1; each succeeding line 8 As. No trade advertisements are admitted under this scale.

BOMBAY VOLUNTEER SPORTS—Entries CLOSE positively on WEDNESDAY at 6 p. m.

BILLIARD MATCH.—The second part of the Match of 3,000 up for a SILVER CUP will be played THIS EVENING at TEMPLE BAR.

GENTLEMEN wishes to BOARD with a Family at Colaba, Rupees 100 per month. Address X., care of *Bombay Gazette* Office.

MACLEAN'S GUIDE to BOMBAY and BOMBAY DIRECTORY for 1879. Price Rs. 5; with postage Rs. 5-2. *Bombay Gazette* Office.

INDIAN RAILWAY TRAVELLER'S GUIDE, showing every Railway Station on the Indian Lines, with Tables of Fares, and other information required by travellers, with a Coloured Map of India. Published monthly at the *Bombay Gazette* Office. Price As. 8.

BISCUITS, in Tins, Re. 1 each; SUPERFINE FLOUR in Tins, 7 lbs, 14 lbs. and 28 lbs. each, for up-country use. PEARSE, Confectioner, Bombay.

OLD GLENLIVET.

THIS WHISKY is a blend from some of the most noted Distilleries in Scotland, and is guaranteed to consist of PURE MALT SPIRIT only. It is thoroughly matured, very mellow, and entirely free from any smoky or objectionable flavour.

As large holders of the different kinds from which the Blend is made, we are in a position to allow the various Distillings to become thoroughly amalgamated before being bottled, an advantage which consumers of the article will readily appreciate.

TREACHER & Co. feel that it would be an insult to the intelligence of their Constituents to *put forward* Chemical Analysis and Medical Reports regarding this "Fine Old Spirit," as, however, gratifying these may be in themselves, they are obviously useless as affording a guarantee, that the Spirit offered, is the same as that commented upon.

TREACHER & Co. consider that the proper test of excellence of any article, consists in the demand for it, and judged by that standard, the fact, that, the sale of their "Fine Old Glenlivet" has increased more than tenfold during the past three years, and continues monthly to increase, may be accepted as conclusive proof of its character and value.

Samples sent on application.

Per 1 dozen case .... Cash Rs. 22-8.

☞ SPECIAL QUOTATIONS TO MESSES, CLUBS, CO-OPERATIVE SOCIETIES AND OTHERS FOR QUARTER CASKS, HOGSHEADS, AND PUNCHEONS, WHICH ARE ALWAYS KEPT IN STOCK AT THE COMPANY'S WINE CELLARS, BYCULLA.

TREACHER & COMPANY, Ld.,

BOMBAY, BYCULLA, AND POONA.

LADIES' ULSTERS,

UT AND MADE IN CORRECT TASTE.

SHETLAND HOMESPUN
LIGHT CHEVIOTS
NAVY SERGE.

WITH HAT TO MATCH.
RS. 50.

CASH DISCOUNT.—2 Annas in the Rupee.

HOAR & CO., BOMBAY.

BOMBAY MUSIC SALOONS.

SOUNDY & CO., RAMPART ROW & MEADOW STREET,
IMPORTERS & MANUFACTURERS OF
PIANOFORTES, HARMONIUMS, AMERICAN ORGANS,
IRON FRAMED PIANOS FOR INDIA,
Sole Agents and Importers of the
SMITH COMPANY'S AMERICAN ORGANS,
AND THE "HARMONICHORD" IRON FRAMED PIANOS,

Violins, Guitars, Basses, Violincellos, Banjos, Flutes, Clarionetts, Flageolets, Oboes, Sarusophones, Cornets, Sax Horns, Euphoniums, Helicons, Bombardons, Drums, Tympani, Cymbals Triangles, French Horns, Bassoons, and every kind of Musical Instrument and Appurtenance.

Illustrated Price List free on application.

SOUNDY & CO., BOMBAY.

CUTLER, PALMER & CO.'S

QUOTATIONS, FOR COGNACS OF
EM. DUBOIS & CO.'S SHIPPING.

Cash.			Credit.	
21	4	• ONE STAR, in great demand, Old Cognac	22	8
24	12	• ONE STAR, Oval Barrels, with Glass Stopper	26	0
33	4	• ONE STAR, Barrels à robinet, with Glass Stopper, Metallic Tap, about 3 Impl. gall	35	0
25	12	• ONE STAR, Flasks, with glass Tumbler and Stopper per case of 2 dozs.	27	0
24	4	• ONE STAR, Flasks, without glass Tumbler, per case of 2 dozs.	25	8
31	0	• ONE STAR, Half Flasks, with glass Tumbler and Stopper, per case of 4 dozs.	32	8
28	8	ONE STAR, Half Flasks, without glass Tumbler, per case of 4 dozs.	30	4
26	8	TWO STARS, very old Cognac	28	0
29	8	THREE STARS, very old Fine Cognac	31	0

An order for 3 cases accompanied by Cash will carry a further Discount of 5 per cent Special terms to Messes, Clubs, and Co-operative Societies.

CUTLER, PALMER & Co., Sole Agents.
RETAIL AGENTS FOR SINGLE BOTTLES:
Mr. EDULJEE PALLONJEE, Bora Bazaar Street.
Mr. JAMSETJEE NOWROJEE, Poydoni.
Mr. DHUNJEEBHOY COWASJEE OOMRIGUR, Crawford Market.
Mr. BHICAJEE DADABHOY DHUNIDADUNA, 66, Cumballa Hill.

MARVELS OF SCIENCE.

S. ROSE & CO., Bombay, supply
THE MACHINE
PHONOGRAPH,

Or Speaking and Singing Machine, invented and patented by T. A. Edison, with Stand and Mechanism complete, including 200 sheets of Metal Foil.

Price Net Cash Rs. 1800.

S. ROSE AND CO., Bombay, also supply
THE HAND PHONOGRAPH,
Being exactly similar to the original Instrument as invented by Mr. T. A. Edison.
This smaller Instrument is specially useful to those who wish to make experiments with the Phonograph.
Price Rs. 300.

THE
MICROPHONE
IN ITS NEWEST AND IMPROVED FORM,

By which are made audible minute sounds that hitherto have been entirely unappreciable by the human ear. "The sounds of writing on paper, the fall of particles of salt, and other wonderful acoustical phenomena and the movements of insects can be heard at a very great distance."
Price, including Battery, one Telephone and Wire, Rs. 50.

EVERY DESCRIPTION OF TELEPHONIC APPARATUS FOR OFFICES, RESIDENCES, FACTORIES, &c.
THE IMPROVED ELECTRO-MAGNETIC
TELEPHONE,
HICKLEY'S PATENT.

With more than 300 feet of Double Wire (making a circuit of more than 600 feet). Price per pair, Rs. 50.
ELECTRIC CALL BELLS for the above..........each Rs. 30
BATTERIES for working the Electric Bells..........each ,, 20

EXTRAS.
MICROPHONES..........each Rs. 10
BATTERIES..........each ,, 10
TELEPHONES..........each ,, 30
WIRE, 25 feet double length..........each ,, 5

Intending purchasers can see all the above instruments in working order at the Establishment of
S. ROSE & Co., 9, Rampart Row, Bombay.

FAVRE, LEUBA & CO.,

WATCH MANUFACTURERS AND JEWELLERS,
23, RAMPART ROW, BOMBAY,
AND
LOCLE, SWITZERLAND.

MESSRS. FAVRE, LEUBA & Co. beg to draw the attention of their Constituents and the Public to their large stock of Ladies' and Gentlemen's Gold and Silver Watches.

From amongst their Stock they would particularly recommend their Gentlemen's Watches in 18 carat Gold, open face, hunting and half hunting cases, with patent lever escapement, varying in price from Rs. 100 to Rs. 250.

At the same time they especially mention the Watches from Rs. 350 to Rs. 500 as very reliable time-keepers of excellent quality. And also their Pocket Chronometers and Watches with Independent-seconds in both Gold and Silver Cases, keeping the most accurate time as shown by their rate certificate from the Observatory.

LADIES' WATCHES.

Gold open face, hunting and half hunting cases, from Rs. 85 to Rs. 200.
Especially inviting attention to their Stock of Enamelled and Jewelled Ladies' Watches, priced from Rs. 250 to Rs. 500.

SILVER WATCHES.

In open face, hunting and half hunting cases, patent lever escapement, at Rs. 40, 50, 65, and 75 Key-Watches.
English Lever Fusee Watches, at Rs. 80 and 120.
"KEYLESS WATCHES," open face, hunting and half hunting cases, at Rs. 45, 50, 75, and 110.
This last one is fitted with the latest improvements, of the most excellent quality, and with a Gold-winding Nut and Gold Hinges.

GERMAN SILVER WATCHES.

Railway Lever Watches, at Rs. 40 and Rs. 60.
Railway Keyless (Silver) at Rs. 60.
Keyless Lever Watches at Rs. 25 and 35.
Also a large and choice selection of all Marked Gold Alberts, Ladies' Chains, Victorias, Necklaces, &c., &c.

Catalogues giving full explanations sent free on application.

FAVRE, LEUBA & CO.

NOTICES.

BRITANNIA HOME AND COLONIAL FIRE ASSOCIATION, LIMITED.
CHIEF OFFICE, 429, STRAND, LONDON, W. C.
CAPITAL, HALF A MILLION STERLING.

INSURANCES against loss or damage by Fire effected upon every description of property at lowest rates of premium corresponding to the risk.

STEUART L. MACNAGHTEN, Agent, Bombay.

MARBLE AND MARBLE WORKS AND EVERY KIND OF STONE WORKS.

FOUNTAINS, Bathing Tubs, Flower Vases Pillars, Steps, Flooring Slabs, Monuments, Tombs Tablets, &c.

F. MURAGLIA & Co., 8, Apollo Pier, Bombay.

SCOTT & CO., M.R.C.V.S., VETERINARY SURGEONS.

HORSE EXAMINATION CERTIFICATES Rs. 10; Examination and Verbal Opinion, Rs. 5; Livery for Horses on Commission sale, Rs. 35 per month including syce; Horses in infirmary Re. 1 per day; Commission Rs. 1 from purchaser and seller on horse sold.
Every care and attention devoted to Shoeing and Breaking to Harness, both being under our immediate supervision. Horses sent from up-country will meet with a ready market.

Girgaum Veterinary Stables, Bombay, 11th July, 1879.

ALWAYS ON HAND, AT P. GRANT AND SON'S, RAMPART ROW, BOMBAY, SADDLERY AND HARNESS OF EVERY DESCRIPTION. WHIPS, SPURS, AND MILITARY ACCOUTREMENTS.

THE Undersigned have FOR SALE the following, Messrs. CURTIS & HARVEY'S GUNPOWDER:—

F	Rs. 11 per barrel 25 lbs. each.	
FF	11-8 do	do.
FFF	12 do	do.
F	1 lb. tin 9 per dozen lbs.	
FF	do 9	do.
FFF	do 10	do.
F	½ do 10	do.
FF	do 10	do.
FFF	do 11	do.

he above prices are subject to 2 per cent. discount.
No. 6, 1 lb cannister at Rs. 45 per case 25 lbs. nett cash.

HEPTOOLA SHAIK ADUM & Co., Sole Agents
May 16, 1879. No. 6, Apollo Street Fort.

PERFUMERY.

J. & E. ATKINSON'S
ESS. YLANG YLANG—FRANGIPANNE—and GOLD MEDAL BOUQUET. OLD BROWN WINDSOR SOAP. VIOLET POWDER. FLORIDA WATER.
PRIZE MEDALS—LONDON, PARIS, VIENNA CORDOVA, LIMA, PHILADELPHIA. PARIS 1878, ONLY GOLD MEDAL for English Perfumery. Sold by all first-class dealers throughout the World.
J. & E. TKINSON, 24, Old Bon Stree, London.
The genuine guaranteed by TRADE MARK—"A White Rose on a Golden Lyre."

TELEGRAPH HOME REMITTANCES—TELEGRAPH PRIVATE CODE.

THE Undersigned, in addition to the ordinary manner of effecting Home Remittances by Drafts, also telegraph payments at current rates of Exchange, to be made at once in any part of the United Kingdom.
They are also prepared to place their present Telegraph Code at the service of Residents in India and Correspondents at Home, and to add such names, addresses, and paragraphs of any length or purport, as may be desired, whereby these can be telegraphed at the cost of one word. Their Code now in use has thousands of words each one representing sentences on almost all conceivable subjects likely to be required to telegraph between the two countries. Secrecy guaranteed. Every information and assistance afforded on application, personally or by letter.

Wm. WATSON & CO.'S ANGLO-INDIAN AGENCY, 28, Apollo Street, Bombay, and 113, Fenchurch Street, London, E. C.

LATEST TRIUMPH.
WHEELER AND WILSON,
HAVE BEEN AWARDED
THE ONLY GRAND PRIZE
FOR THE HIGHEST PERFECTION OF THEIR
SEWING MACHINES,
AT THE PARIS EXHIBITION, 1878.

THIS GRAND PRIZE is not to be Confounded with the second or *inferior prizes of Gold Medals.* 150 Grand Prizes were fixed as the highest prizes for the greatest perfection in several branches of Art. Only one such Grand Prize was reserved for Sewing Machines, which was won by Wheeler and Wilson's World Renowned Machines. 2,600, Gold Medals or secondary or inferior prizes were fixed for lower perfection in the various departments of Art, and 5 or 6 of such inferior or secondary prizes were given to a few other sewing machines.
Hand and Threadle Machines. Price, Rs. 50 to Rs. 165.
Note.—No sewing machine has approached its highest excellence to Wheeler and Wilson's in all the exhibitions of the World. Apply for proofs.

DOSSABHOY MERWANJEE AND CO., SOLE AGENTS.
6, PARSEE BAZAR STREET.

NOW OPEN FOR BUSINESS.
THE GRAND ORIENTAL HOTEL,
COLOMBO,

On a site particularly suitable to Visitors to Colombo, OVERLOOKING THE HARBOUR, and in the immediate vicinity of THE LANDING STAGE AND CUSTOM-HOUSE, Post and Telegraph Offices, Queen's House, GOVERNMENT AND MERCHANTS' OFFICES, THE BANKS, RAILWAY STATION, and Galle Face Esplanade.

THIS First-Class Hotel, unequalled in the East, is replete with every modern necessary, comfort and luxury, and is under European management.
THE PUBLIC ROOMS are cool and of grand proportions; the Dining Hall 74 ft. long, 32 ft. wide, 3 ft. high, being a masterpiece of art and finished workmanship.
THE BED ROOMS have been carefully designed to combine privacy with the ventilation necessary in a tropical climate. Special provision has been made for the comfort of Ladies and Families.
THE BATH ROOM accommodation is of unparalleled excellence.
THE GRAND VERANDAH is elaborately fitted as a lounge, and the roof of the Building has been adapted for a PROMENADE and BELVEDERE, which commands a view of the Harbour, Town, and environs not obtainable elsewhere. Attached to the Hotel there is a BEAUTIFUL GARDEN, shaded by splendid trees and provided with a LAWN TENNIS COURT.
THE BILLIARD ROOM, 80 ft. long by 26 ft. wide, is most handsomely finished, and contains FOUR FIRST-CLASS TABLES.
THE BAR, a speciality, is apart from, but immediately adjoining the Hotel. LIQUORS OF THE BEST BRANDS ONLY are supplied.
THE SAFE AND COMMODIOUS HARBOUR BOATS of the Hotel are at the service of visitors to the "Grand Oriental."
FIRST-CLASS CONVEYANCES always obtainable
Special arrangements made for a limited number of Boarders
UNEXCEPTIONABLE CUISINE.
CHARGES MODERATE.
All communications to be addressed to
THE MANAGER,
Grand Oriental Hotel, Colombo.

16th July, 1879.

MEIFFRE NEVEU & Co.,
PARIS,
BOMBAY AND POONA.

DRESS-MAKING DEPARTMENT.

ORDERS for Morning Dresses, Walking and Badminton Costumes, Visiting, Afternoon Dinner and Evening Dresses, executed in the LATEST FRENCH FASHION BY EXPERIENCED EUROPEAN DRESS-MAKERS.

MOURNING OUTFITS completed at the shortest notice.

WEDDING TROUSSEAUX At all Prices.

MILLINERY DEPARTMENT.

Orders for Hats and Bonnets to suit all Dresses.

TERAI HATS and TRAVELLING HATS.

MEIFFRE NEVEU & Co.,
SILK MERCERS, LADIES' GENERAL OUTFITTERS, HOSIERS, GLOVERS, &c. &c. &c.,
HUMMUM STREET, BOMBAY.

NOTICES.

GAIETY THEATRE, BOMBAY.
PROPRIETOR.........Mr. C. S. NAZIR.

THE NEW THEATRE on the Esplanade will OPEN on SATURDAY EVENING, December 6, 1879, with a first class Comedy and Burlesque Company from London, and the season will last for 20 weeks.

TRANSFERABLE SEASON TICKETS,
(Available Wednesdays and Saturdays, 40 representations.)

Stage Box to hold 6	Rs. 650
Private Box to hold 4 (Upper Tier)	,, 480
Orchestra Box to hold 4 (Lower Tier)	,, 480
Orchestra Stall	,, 100

There will be six performances per week, and Boxes and Stalls available for every representation throughout the season, except on Benefit Nights, can be secured at double the above rates.
Applications for Boxes [illegible] made to Messrs. [illegible] Rampart Row, Bombay.
Boxes and Stalls will be allotted according to priority of application. Cheques should be drawn in favor of *Chartered Mercantile Bank for credit of Theatre Subscription.*
A copy of the Prospectus in full detail, showing the Subscribers guarantee, can be had on application to Messrs. Soundy and Co.

THE INDIAN PRESS COMPANY, LIMITED.

NOTICE is hereby given, that a GENERAL MEETING of the SHAREHOLDERS of the above Company will be held at the office of the Company in Nos. 7 and 9, Church Gate Street, in the Fort of Bombay, at 4 p. m. of the clock in the afternoon, on FRIDAY, the Twenty-Second day of August, 1879, to pass the following Resolutions:—
1. That the Directors be authorised to establish Pressing Factories at Dhoolia and Hulg on, and to take all necessary steps for this purpose.
2. That the Directors be authorised to borrow a sum of Rupees 1,25,000 upon debentures or otherwise, and to convey the property of the Company (or so much thereof as they may think fit) to Trustees for the protection of the interests of the Debenture Holders or Creditors under the Trust.

GADDUM & Co., Secretaries and Treasurers.

THE MADRAS UNITED SPINNING AND WEAVING MILLS COMPANY, LIMITED.
ધી મધરાસ યુનાઇટેડ સ્પીનીંગ એંડ વીવીંગ મીલસ કંપની, લીમીટેડ.

NOTICE is hereby given, that an AD INTERIM DIVIDEND at the rate of Rs. 50 per each whole share and Rs. 12½ per each quarter share is DECLARED for the half year ending 30th June, 1879, PAYABLE to the REGISTERED SHAREHOLDERS at the Registered Office of this Company, No. 3, Church Lane, Fort, on and after TUESDAY, the 19th August, 1879, between the hours of 12 a. m. and 3 p. m., on PRODUCTION of SHARE CERTIFICATES.

By Order of the Directors,
મો. મુળજી જેઠાની કું.
i. e., MOOLJEE JAITHA & Co., Secretaries and Treasurers.

Bombay, 15th August 1879.

THE KHANDEISH SPINNING AND WEAVING MILLS COMPANY, LIMITED.
ધી ખાંનદેશ સ્પીનીંગ એંડ વીવીંગ મીલસ કંપની, લીમીટેડ.

NOTICE is hereby given, that an AD-INTERIM DIVIDEND at the rate of Rs. 30 per each whole share and Rs. 7½ per each quarter share is DECLARED for the half year ending 30th June, 1879, PAYABLE to the REGISTERED SHAREHOLDERS at the Registered Office of this Company No. 3, Church Lane, Fort, on and after TUESDAY, the 19th August, 1879, between the hours of 12 a. m. and 3 p. m., on PRODUCTION of SHARE CERTIFICATES.

By Order of the Directors,
મો. મુળજી જેઠાની કું,
i. e., MOOLJEE JAITHA & Co., Secretaries and Treasurers.

Bombay, 16th August 1879.

P.S.—The TRANSFER BOOKS of the above Company will be CLOSED from the 19th to the 31st August, both days inclusive.

MEIFFRE NEVEU & Co.

LADIES' FANCY BALL COSTUMES MADE TO ORDER AT ALL PRICES.

Fancy Materials, Beads, Flowers, Feathers, Ornaments, Laces, Braids, Boots and Shoes, Gloves, &c., &c.

A CHOICE SELECTION OF FANCY PLATES.

6, HUMMUM STREET, BOMBAY.

A MENIST.

MR. A. MENIST, OCULIST'S OPTICIAN, of AMSTERDAM and LONDON, whose Perfect Pebble Spectacles are so widely and favorably known throughout the world, is at present on a Professional visit in Bombay.

The eye is the most delicate organ of sense and too great care and pains cannot be lavished on perfecting to the utmost extent of our knowledge, those artificial aids, which, under certain circumstances and at certain ages, are found to be indispensable to comfort.

Inferior Spectacles may be obtained for half the price of Mr. Menist's, but when it becomes a question of economising a little money, at the risk of injuring the sight, the economy is a very doubtful one.

In Mr. Menist's Perfect Pebble Spectacles every detail has been most carefully studied. Not only does he use the purest natural crystal or pebble, which is infinitely better for the eye than any artificial glass, but cuts the lenses in strict accordance with the latest improvements of science, combined with a principle discovered by himself, which renders them quite unapproachable by those of any other maker.

His frames too are all the result of years of patient study and gradual improvement.

One of the chief essentials in good Spectacles, is to place the Pebbles before the eyes in a proper position and at a proper distance, according to the particular defect of sight being treated. Ill-made and loosely-jointed frames, by causing a displacement of the Pebbles, entirely alter their focal power, and so injure the eyes. For this reason Mr. Menist makes his frames of gold and silver only, which have been found by experience the best adapted metals for the purpose, possessing the necessary temper without being liable to oxydise in use. Steel frames he does not make, considering that they are not calculated to do justice to his Pebbles, and his object being to secure, as nearly as possible, perfection not cheapness, though in a climate like India, it is doubtful, if there would be any economy in steel, as it corrodes so quickly, and has to be renewed so often, to say nothing of the discomfort and injury to the sight, caused by its getting out of shape. Aluminium cannot be used, because it stains the skin by contact, leaving a black mark which will not wash out.

The most important point of all is to have the eye exactly suited, for which purpose a personal interview is very desirable, as there are a number of indications which a practised optician would note, but which cannot be conveyed here.

It should be understood that the eye itself is a sort of telescopic instrument, its lens being controlled by certain muscles, which raise or depress it, in order to bring nearer or more distant objects into focus. This is an involuntary, spontaneous or unconscious process, but none the less involves fatigue, pain and injury, where, owing to a structural peculiarity, the effort, has to be continuous or prolonged, and there are many cases in which these accommodation muscles are powerless, or rather the lens is incapable of being moved sufficiently for the purpose. In such cases by interposing a convex or concave lens of the required power, the object is thrown on the retina, without making any call on those muscles, thus placing the eye in a complete state of rest. Single eye-glasses should in all cases be avoided.

There is a very common popular belief that it is wise to put off wearing spectacles, as long as possible, and not to have recourse to them until actually compelled. This is a great fallacy, and the cause of lasting injury to the sight in numberless cases. People will pooh-pooh the suggestion that they would be the better for spectacles, assuring you that their sight is if anything stronger and better than ever, and instancing in proof that they can read their newspaper easily two feet off, but a proper understanding of the subject would make them aware that this very circumstance indicates presbyopia—that is, if they had been accustomed to read at the ordinary distance of twelve or fourteen inches, and can now see equally well by holding the paper further off, but only with an effort at the old and shorter distance.

Pamphlets containing testimonials may be obtained on application.

Extract from the *Ceylon Observer*, 21 June, 1879.—A local correspondent, writing yesterday, says:—Who would not wish to possess a clear sight, and who would, if possessed of the wherewithal, scruple to pay for a pair of spectacles that would restore the fading sight once again to its pristine state? I had been a sufferer from my youth and always trusted that my eyesight would improve as I grew in age; but, I was sadly mistaken, and I write this with the hope that it may attract the attention of my fellow sufferers, who, probably, like myself, are hoping against hope. I have tried in vain to secure a pair of spectacles to suit my eyes, and while brooding over my fate, I was lucky enough to find in your widely circulated journal the advertisement of Mr. Menist, and to him I went, my vision being then very much impaired. He treated me very courteously, and after a careful examination, fitted me with a pair of spectacles, for which I would have given him all I possessed in this transitory world. I can now see, thanks to Mr. Menist, the minutest object very distinctly. I would advise those affected in sight to go to Mr. Menist before his approaching departure, and purchase his spectacles. I must bear my humble testimony to the soothing effect and excellence of his glasses.

Testimonial from the Honorable C. J. Irving, Lieutenant-Governor of Penang, S. S.

Penang, 17th March 1879.

Dear Sir,—I have much pleasure in acknowledging the benefit which I have derived from the use of the glasses with which you have recently supplied me.

My sight is peculiar, one eye having been always short-sighted, while the other has of late years become far-sighted. The growing difference of focus between the two eyes had begun to cause me great discomfort, and I believe that the effort which had become a conscious one of trying to look at objects, according as they were close at hand or far off, with the near-sighted or the far-sighted eye exclusively, was beginning to occasion some serious mischief.

The glasses you have supplied me with have been most successful in aiding my sight, and the pain in my eyes which I was suffering from, is, I think, already sensibly diminished.

The "reading glasses," which by the use of a convex and a concave lens, equalize exactly the focus of the two eyes, I use for reading only. If you could have supplied me with a similar pair cut square at the top of the lenses, so as to make it easy to see over them, I believe that I should have used them with great comfort, for walking also, as it is I find that I write more comfortably (as much so indeed as one need desire), in the other pair the "walking" glasses in which the far-sighted eye is treated with a mere flat glass, and the near-sighted eye, with a concave lens of moderate power. These glasses I use habitually with a sensation of relief, which makes me, I believe, realize for the first time the full extent of the discomfort, which I had previously been experiencing.—I remain, yours faithfully,

(Signed) C. J. Irving.

To A. Menist, Esq.

Mr. M. has a large assortment of 12 lens Binoculars in Aluminium, and other expensive mountings.
Aneroid Barometers, measuring ft. 15,000 and ft. 20,000.

Mr. M. MAY BE CONSULTED AT DEAN LANE, HUMMUM STREET.

COMMERCIAL INTELLIGENCE.

MONDAY EVENING, 18th August 1879.

The only movements in Reuter's closing telegram of Saturday, which we have not already noticed, is an advance in Consols from 97⅝ to 97¾, and in French Rentes from 116½ to 116⅞.

The Bank of Bombay return for the week ending on Saturday shows the following movements :—

Public Deposits at H. O.	Inc.	Rs.	3,36,508
Do. Branches	Dec.	,,	1,64,790
Other Deposits	Dec.	,,	5,06,616
Cash Credits	Dec.	,,	1,95,838
Loans	Inc.	,,	10,47,358
Bills Discounted	Dec.	,,	10,22,999
Cash with Correspondents	Inc.	,,	26,441
Cash and Currency Notes	Dec.	,,	1,80,578

The trade demand, it will be observed, shows a slight increase on the week, but not to an extent of any importance, and for all practical purposes the position may be considered unchanged.

Exchange.—Rates opened at Saturday's closing quotations, but during the day a decidedly weaker feeling became apparent, and at the close a decline of 1-16d. has been established. Very little has been done in House paper of which there is next to nothing offering, and in Bank Bills, with the exception of about 2 lakhs of telegraphic at 1s. 7 29-32d.—which could not be repeated—transactions have been equally limited. We quote :—

Bank Bills, on demand		...1s. 7⅞ to 15-16d.	per Re.
Do.	6 months' sight	...1s. 8⅛d.	,,
Credits,	6 ,, ,,	...1s. 8 3-32d.	,,
Documents,	6 ,, ,,	...1s. 8 5-32d.	,,
France	3 ,, ,,	...2·12½	,,

On Calcutta business has been done on demand at 0-10, but the closing quotation is ⅛ per cent. premium, and for 60 days' sight ⅝ per cent. discount.

Government Paper continues dull and declining under the influence of weak advices from Calcutta, and we now call :—Fours, Rs. 94¼ ; Fours-and-a-half, Rs. 100⅝ to ¾.

In the Share Market there is a total absence of activity. Bank of Bombay are again ½ per cent. lower at Rs. 661½. In Press shares the only movement is a decline of Rs. 10 in Volkart's United ; and in Land Companies an advance of Rs. 5 in Colaba. Spinning and Weaving shares are dull and generally unchanged.

Cotton continues quiet, although owing to the tenor of the Liverpool advices somewhat steadier. For export some small purchases of F. F. to G. F. Omra and G. F. Dhollera are reported, and the Spinning Mills are still buying, but prices are virtually unchanged, say :—

Good Omra	(nominal). Rs.	215	per candy f. p.
F. G. F. do	,,	210	,,
G. F. do	,,	205	,,
Good Dhollera	(nominal). ,,	218	,,
F. G. F. do	,,	211	,,
G. F. do	,,	205	,,

Seeds are in limited demand at previous values. Linseed Rs. 7 ; Gujarat Rapeseed Rs. 6-14 per cwt.

Freights show great dullness, the extent of export business doing being limited in the extreme. For Liverpool we quote by steam 22s. 6d., by sail 20s. For Marseilles and Genoa 25s. ; for Trieste and Venice 22s. 6d. per ton, payable here.

Piece Goods remain without specific change. On the spot the demand is light, and from the bazaar clearances do not exceed 150 packages per day, but to arrive a fairly firm feeling still prevails.

Coals are unaltered in value, although if anything there is rather more enquiry to arrive.

BOMBAY BILL AND STOCK LIST.

BANKS.

Bank.	No. of Shares.	Noml. Value p. sh.	Paid up.	Last Dividend.	Cash Rates per Share.
		Rs.	Rs.	p. a.	
Agra Bank	100,000	100	all	6 p. ct	128
Bank of Bengal	40,000	500	all	4 do	730
Bank of Bombay	20,000	500	all	5 do	661½
Bank of Madras	60,000	500	all	3 do	650
National Bank of India.	37,320	£25	£12-10	6 do	109

PRESS COMPANIES.

Akbar Cotton Press Co.	150	5,000	28,500	150 p.s.	650
Albert Co., Kurrachee	200	2,000	1,100	125 do	950
Albert Ginning Co.	100	500	all	18 p.ct	500
Apollo Press Co.	750	2,750	2,200	32 p.s.	570
Bellary	175	1,000	all	25	470
Berar Company (New)	155	500	all	60 p.s.	435
Indian Press Co.	1,000	350	all	14 do	25
Broach Cotton Co	400	250	all	10 do	22
Carwar Co	1,000	1,500	all	75 do	50
Colaba Press Co	500	1,880	all	50 do	250
Dhollera P. and G. Co.	500	300	all	15 do	125
East India Press Co.	352	1,000	all	100 do	800
Fort Press Co	50	8,500	1,250	50 do	825
French Press Co.	800	500	all	75 p.s.	450
Mofussil Press and Ginning Co.	1,125	400	all	30 do	175
Prince of W. Press	120	..	1,500	250 do	165
Sassoon's Press Co.	600	500	all	25 do	225
Sind Press Co.	400	850	750	[illegible]	[illegible]
Sind & Punjaub Cotton Press Co., Ld.	100	1,000	925	125 do	1,200
Victoria Cotton Gin and Press Co	150	850	all	12 p.ct	500
Volkart's United Press Co.	450	1,000	1,000	25 p.s	490

* Per Share for the half-year.

LAND COMPANIES.

Colaba Land Co. (New.)	4,000	,000	all	15 ps*	830
Frere Land and Pier Co. Limited	7,500	150	all	4 p.s	117
Mazagon Land	1,750	2 000	1,000	20 p.s	350
Port Canning Land Company, Limited	6,000	1,400	all	15 p.s	210

SPINNING AND WEAVING COMPANIES.

Alfred Manufacturing Co.	1,000	500	all		375
Alliance Spinning	500	2,500	all	30 p.	1,000
Anglo-Indian S. and W. Company	80,000	10	10	Nil	62
Bhownuggur M. and P. Company	800	2,000	2,000	do	200
Bombay United	900	1,000	all	do	695
Coorla S. and W. Co.	1,000	1,000	all	do	565
Central India S. and W. Company	2,500	500	all	do	550
Dharumsey Spinning	8,000	2,000	all	do	175
Empress S. and W. Co.	700	500	all	do	360
Great Eastern	1,400	1,000	all	do	740
Hindustan S. & W. Co.	875	1,000	all	do	752½
Hydrabad S. and W. Co	700	1,000	00	do	475
Jewraj Balloo Mills	750	1,000	all	do	560
Khandeish Spinning	750	1,000	all	do	825
K. Muccoojee S. & W. Co	1,000	1,000	all	do	435
Madras Spinning	300	1,250	all	do	100
Madras U. Spinning	420	1,000	all	50 p.s*	1,140
Manchester & Bombay S. and W. Co.	80,000	50	50	Nil	7
Manockjee Petit's	2,500	1,000	all	30 p.s*	985
Morarjee Spinning	1,040	1,000	all	Nil	860
Mazagon S. and W. Co.	2,000	5,000	..	do	85
National S. and W. Co. of India	950	1,000	all	do	560
Oriental	4,000	625	all	do	540
Prince of Wales Spinning	600	1,250	all	do	40
Sassoon S. & W. Co.	1,500	1,000	all	do	450
Soonderdas Spinning	650	1,000	all	do	475
Do do. ½ Share	500	1,000	250	do	120
Sholapore S. and W. Co	500	1,000	all	do	710
Victoria Mills	550	1,000	all	do	475

* Per Share for the half-year.

SPINNING AND WEAVING COMPANIES IN LIQUIDATION.

Albert Mills	400	2,000	1,700	Nil	nominal
Alexandra S. and W. Co	2,250	415	all	do	
Bombay Hemp and Jute Mill Company	2,000	300	all	do	
Broach Mills	..	..	..	—	
Colaba S. and W. Co.	900	1,000	all	do	
Fleming S. and W. Co.	3,750	500	all	do	
Mandvie S. and W. Co.	1,200	500	all	do	
Neriad S. and W. Co.	..	..	..	..	
Nicol Press Manufacturing Co., Ld.	600	2,000	all	do	
Nursey S. and W. Co.	2,500	400	all	do	

MISCELLANEOUS.

Bombay Burma Trading Corporation	1,00	2,500	1,500	225 p.s.	1,880
Bombay Fire Insurance Co.	150	10,000	2,000	250p.s.	2,800
Bombay Gas Company	50,000	50	all	7½ p.ct	58
Bombay Ice Manufacturing Co. Limited	1250	100	100	10 p.s.	116
Bombay Saw Mills Co.	600	1,000	all	...	460
Landing and Shipping Co of Kurrachee, Ld.		500	300	36 p.s.	270
Malabar Company, Ld.	1,000	200	100	7½ p.ct	10
Mechanical Buildings Co.	1,000	500	all	p.s.	15
Prince of Wales Insurance Company	250	8,000	1,000	85 p.s.	915ex div.
Thacker and Co., Ld.	1,000	100	100	10 p.ct.	100
Treacher and Co.	1,990	500	6 all	62½ p.s.	650
Viegas Patent Slip Co.	1,000	250	all	p.ct	15

BANK OF BOMBAY.

Statement of the affairs of the Bank of Bombay on the 16th August as compared with the statement issued on the 9th August :—

Liabilities.	9th Aug. Rs.	16th Aug. Rs.
Proprietors' Capital	1,00,00,000	1,00,00,000
Reserve Fund, invested in Government Securities	22,00,000	22,00,000
Public Deposits at Head Office	67,63,348	70,99,856
Do do. at Branches	20,19,999	18,55,209
Other Deposits	1,48,16,997	1,43,10,381
Post Bills	10,175	11,334
Cash Credits, undrawn	3,91,500	3,99,268
	3,62,02,019	3,58,76,048
Assets.		
Government Securities	41,38,016	41,38,016
Cash Credits, on Security of Government Paper, Bullion, and Merchandise	16,45,977	14,50,069
Loans, on Security of do.	74,26,298	84,73,656
Current Accounts, overdrawn	3,711	3,704
Bills Discounted	8,49,5,322	74,72,323
Stamps	2,892	2,838
Dead Stock Rs. 5,48,246 / Amount applied in reduction 2,05,000	3,38,540	3,38,246
Bullion	......	......
Cash Balances with Correspondents	3,23,875	3,50,316
Cash and Currency Notes	1,38,27,458	1,36,46,880
	3,62,02,019	3,58,76,048

BANK OF BENGAL.

The following is the statement of the affairs of the Bank of Bengal for the week ending 12th August as compared with that for 5th August :—

Liabilities.	5th Aug. Rs. A. P.	12th Aug. Rs. A. P.
Capital	2,00,00,000 0 0	2,00,00,000 0 0
Reserve Fund	20,94,910 0 0	20,94,910 0 0
Treasury Balance	3,30,17,777 10 5	3,31,76,912 1 1
Other Deposits	1,81,58,831 8 6	1,90,85,513 4 5
Bank Post Bills, &c.	9,29,429 11 0	11,37,999 11 4
Sundries	9,93,728 7 11	9,97,011 9 0
Rs.	7,51,94,677 5 10	7,64,92,346 9 10
Assets.	Rs. A. P.	Rs. A. P.
Government Securities	1,26,66,760 4 0	1,30,91,651 8 0
Loans on Govt. Securities	70,35,883 11 10	68,77,351 11 11
Credits on ditto	97,08,233 3 2	1,08,58,072 13 0
Bills Discounted	1,81,57,798 13 8	1,94,54,250 1 3
Balances with other Banks	3,51,349 5 8	2,78,098 11 2
Bullion		
Dead Stock	9,62,216 4 2	9,59,871 14 10
Stamps	8,457 13 6	8,807 7 0
Sundries	5,12,088 7 4	5,10,489 4 8
Cash at Head Office	78,78,525 6 8	85,83,391 8 0
Do. at Branches	1,79,15,416 15 10	1,58,70,358 10 0
	7,51,94,677 5 10	7,64,92,346 9 10

SHIPPING INTELLIGENCE.

The ship Winona, 1,246 tons, Captain G. L. Bray, will sail to-day, for Singapore, in ballast.

The B. I. S. N. Co.'s s. s. Chanda, 1,304 tons, Captain C. H. Day, arrived in harbour yesterday from Coast and Calcutta, with a general cargo and one lady and 22 deck passengers.

The B. I. S. N. Co's s.s. Akola, 315 tons, Captain W. Stuart, arrived in harbour yesterday from Kathiawar Coast and Kurrachee, with a general cargo, and the following passengers :—Mr. C. Daverell, Mr. Goldmann, and 55 deck passengers.

DEPARTURE OF THE CHINA MAIL.

The P. and O. Co.'s s.s. Khiva, 1,506 tons, Captain Geo. Lee, sailed yesterday for China, with China Mail, Mr. Bhickajee as a passenger, and a cargo of 2,064 chests opium, 2,098 bales cotton, 2,010 bales twist, and general.

ARRIVALS.

Aug.	Vessels.	Commanders.	From.
18	Akola (s)	Stuart	Kurrachee, Aug 15.
	Chanda (s)	Day	Calcutta, July 25.

DEPARTURE.

Aug.	Vessels.	Commanders.	Destination.
12	Khiva (s)	Lee	China.

The ship Winona, Bray, to Singapore, obtained her port clearance yesterday.

The following vessels were entered for loading yesterday :—
Steamer Rydal Hall, to Liverpool.
Steamer Chanda, to Coast and Calcutta.

CALCUTTA.

ARRIVALS.

Aug.			
14	James Livesey	Smith	Bombay, July 17.
	Gilbert Thompson	Watson	London, Mar 22.
	Cannanore	Miller	Liverpool, Mar 26.
	Glenroy	Krokstedt	Jeddah, July 12.
	Erin's Gem	Ives	Galle, Aug 2.
15	Pekin (s)	Woolcott	Southampton, July 10.

DEPARTURES.

Aug. 14.—Ships City of Glasgow and Golden Fleece. Barque Russell. Brig Daisy.

PASSENGERS.

Per Glenroy—Mrs and Miss Krokstedt.
Per Cannanore—Mr Johnston.
Per Pekin—Miss Gibson, Dr Menzies, Mr Jones, Mr Michaelson, Mr Oxley, Mr Cox, Dr Walls, Mr Jouberts, Mr Jellicoe.
Per Chyebassa, which sailed on 14th instant :—For London—Major and Mrs Harris, Mrs Bolst and 2 children, Mrs Pirggen, Mr Alexander, Pearson, Mr Hyslop, Mr Glaser and child, Mr and Mrs Lalung Bounaire and 2 children, Mr Scott, Mr Seymour, and Mr Chance.
For Madras—Mr Brough Smyth.
For Colombo Mr Wilson, Mr Montclar, and Mrs Moncontier.

VESSELS SPOKEN.

By James Livessey—Glengarry outward bound in Lat 17-00 N., Long 87-00 E.
By Cannanore—Rajah.

DAILY IMPORTS.—August 18.

From London.

Dunphail Castle—34 packages whiting, Abdool Cadur, Abdool Hoosein ; 100 casks coal tar, Oomersey Premjee.
Escurial s—100 cases whiskey and 25 cases lime juce, The Agra Bank.
Flaming—9 cases campagne and 6 cases claret, Cutler, Palmer and Co.
Elgin s—5 cases toys, The Agra Bank.
Kashgar s—1 quarter cask sherry, W Watson and Co.

From Genoa.

Arabia s—180 cases brandy, Nowrojee Ardaseer and Sons.
Australia s—50 cases brandy, Nowrojee Ardaseer and Sons.

From Trieste.

Vorwaarts s—11 cases papers, Ritchie, Stuart and Co ; 30 cases papers, Byramjee Shapoorjee.

DAILY EXPORTS.—August 18.

For Liverpool.

Italia s—38 bales cotton waste, Khuttow Pacha ; 75 bales wool Goculdass Toolsidass ; 72 cwts india rubber and 3 bales rags Eduljee Shapoorjee ; 15 tons bones, Beatti Brothers ; 104 cwts myrabollams, Hunsraz Nensey ; 250 bales cotton waste, Govindram Dwarkadass ; 51 bales cotton waste, Sumsoodin Moola Tyebjee ; 85 bales wool, Govindjee Madhowjee 140 bales cotton, Digainber Ramchunder ; 38 bales cotton, Ruttonsey Bhimsee ; 487½ cwts myrabollams, Samjee Naronjee and Co ; 30 bales wool, Bhowanbhoy Madhowjee ; 48 bales wool, Premchund Jaichund.
Rydal Hall s—150 bales cotton, W and A Graham and Co ; 250 bales jute, Ruttonchund Manuckchund.

For Marseilles.

Bangalore s—150 bales cotton, P and O S N Co.

For Trieste.

Bangalore s—225 bales coffee P, and O S N Co,

For Venice.

Bangalore s—120 bags coffee, P and O S N Co.

For Hongkong.

Khiva s—4 cwts ivory, Allana Munjee ; 1½ cwts goat horns and 1 pice sandlewood, Bhugwandass Dwarkadass ; 13½ cwts G horns, Saliabhoy Jafferbhoy ; 30 chests opium, S E Sassoon ; 10 chests opium, Hajee Essac Ellias ; 61 chests opium, E D Sassoon ; 29½ chests opium, Hajee Abdoola Noormamed ; 44½ chests opium, Currimbhoy Ebram ; 10 chests opium, Tata and Co ; 3 chests opium, F N Postwalla ; 14½ chests opium, Hazarimull Nursingdass ; 38 chests opium, Ebram Noordin and Co ; 11 chests opium, Hurdyal Kedurmull ; 1 chests opium, Manickram Choonilall.
Kashgar s—90 bales cotton, Khetseedass Hurmookroy ; 40 bales cotton, Ramjeedass Luckmidass ; 50 bales cotton, Napechund Nowrungroy.

For Shanghai.

Khiva s—6 chests opium, Tarachund Gunshamdass ; 32½ chests opium, M S Gubbay ; 9½ chests opium, Goolraz Sinjanee ; 50 chests opium, Tata and Co ; 20 chests opium, Shreeram Shreedutroy ; 104 chests opium, David Sassoon and Co ; 11 chests opium, Hurdyal Kadermull ; 11 chests opium, Roognath Jugnath ; 1 chest opium, Joharimull Sumirimull ; 25 chests opium, Tarachund Luchminaron ; 10 chests opium Ramruton Ramgopal ; 26 chests opium, Tarachund Seetaram ; 31½ chests opium, Guneshdass Kooshnajee ; 21½ chest opium, Buxiram Koonjlall ; 20 chests opium, Kissonlal Amrutlall ; 513 cwts myrabollams, Pelly and Co.

VESSELS IN BOMBAY HARBOUR

FOR LIVERPOOL via CAPE.
1015 Ellen Bates, Hodgson—Edward, Bates & Co.

FOR LIVERPOOL AND GENOA.
1452 Italia (s), Knox—W. and A. Graham & Co.

FOR LIVERPOOL via CANAL.
1737 Rydal Hall (s), Lloyd—W and A Graham and Co.

FOR VENICE.
1309 Bangalore (s), Fraser—Mails, 29th August.

FOR CALCUTTA.
647 Sagof, Barg—(For repair).

FOR MOULMEIN.
1314 Albula, Pasmore—The Captain.
875 Hougoumont, Singer—W. M. Macaulay & Co.
967 Lady Melville, Hansen—Sir C. Forbes and Co.
815 Slive Broom, Rutter—Jamsetjee Jehangirjee.

FOR HONGKONG.
1514 Kashgar (s), Baker—P and O Co.

FOR JEDDAH.
1417 Columbian (s), Baldwin—Shepherd & Co.

FOR RANGOON.
1162 St. James, Smith—Wallace & Co.

FOR TUTICORIN.
1042 August (s), Jerk—The Captain.

FOR TUTICORIN AND COLOMBO.
1606 Vorwaarts (s), Marussig—A H Lloyd Co.

FOR SINGAPORE.
1292 British Sovereign, Sexton—Finlay, Muir & Co.

NOT FIXED.
2154 Bates Family, Baily—Edward, Bates and Co.
1190 Canon Harrison, Haws—Finlay, Muir and Co.
1186 Compton (s), Cowie—The Captain.
1675 County of Aberdeen, Drummond—Finlay, Muir & Co.
996 County of Forfar, Stroak—N Manuckjee and Co.
1614 County of Peebles, Fordyce—Finlay, Muir & Co.
598 Dewa Gungadhur, Fish—Edward Bates & Co.
720 Dunphail Castle, Castle—Finlay, Muir & Co.
125 Golconda (s), Seaton—P. and O. Co.
1278 Janet Cowan, Campbell—W and A Graham and Co.
767 Koina (s), Doert—Essa bin Califa.
198 Neera (s), Banks—J. A. Shephard.
1289 Regent, Treadwell—The Captain.
1446 Roxellana, Baillie—The Captain.
1116 S. R. Mead, Dixon—Wallace & Co.
1631 Vellore, Anderson—The Captain.
1080 Vixen (s), Wilson—W and A Graham & Co.
8131 Wandering Jew, Talkey—Finlay, Muir & Co.
1246 Winona, Bray—Tudor & Co.

ROYAL NAVY AND BOMBAY MARINE.
874 Abyssinia (s), 4, James—(Harbour Defences.)
597 Amberwitch (s).
985 Czarwitch, Elton—(I. G. S.)
1060 Dalhousie (s). Powell.—(I. G. S.)
531 Kwangton (s),—(I G S).
1107 Magdala (s), 4, James—(Harbour Defences.)
0417 Manora (s).
1745 Tenaserim (s) Street.

HIGH COURT.—August 19.

[Before the Honourable Sir Charles Sargent.]
Suits for hearing and final disposal.

Short Causes.

221-77—Lynch and T—The L B and M Bank vs John A Mullaly.
222-77—Lynch and T—The L B and M Bank vs Mayabhoy Jumnadass and another.
224-77—Lynch and T—The L B and M Bank vs Futtaychund Gorabhoy.
232-77—Lynch and T—The L B and M Bank vs Cooverjee Cowasjee.
97-79—Shapurjee and T—J C Bushby and others vs Mooljee Hurridass.
273-79—Shapurjee and T—Khooshal Hurridass and others vs Thacker Dayal Ruttonsey.

Long Causes.

176-78—Hearn, C and L—Dayal Jairaz vs Khatao Ludha and others—Rimington, H and C. To vary Commissioner's report.
122-79—Rimington, H and C—The Hongkong and Shanghai Banking Corporation vs Kessowjee Naik and others—Hearn, C and L.
340-79—In person—Dinbai and another vs Pestonjee Ardaseer and others—In person.
36-79—Shapurjee and T—Jadowjee Gopal and others vs Jaitha Shamjee and another—Craigie, L and O—Not to be called on till the 29th inst.
271-79—Ardesir and H—Sorabjee Byramjee Colah vs Homejee Cursetjee Dady—Prescot and W.
657-78—Jefferson and P—Thackersey Gungaram and others vs Nursey Kessowjee and others—Rimington H and C.
413-74—Tyabjee and S—Shaik Ally Mahomedally and others vs Abdoolabhoy Hassamally and others—Jefferson and P.

[Before the Honourable Mr. Justice Bayley.]
Suits for hearing and final disposal.

Short Causes.

114-79—In person—Hurrivulubdass Hurlochund vs Purmanundass Jewandass. Settled.
411-79—Balkrishna and B—Cowasjee Mernosjee vs Cowasjee Byramjee Colah.
425-79—In person—Oodechund Khoobchund vs Sha Teckchund Goolabchund.
455-79—Chalk and W—Wagjee Thackersey and others vs Alli Abdoola.
468-79—Smith and F—Manockjee Eduljee Kurrani and others vs Kessowjee Naik.

For Judgment.

153-78—Rimington, H and C—Dossa Kirpal vs Mahomed Ghouse and another—Jefferson and P.
398-77—Craigie, L and O—Bai Nahni vs Purmanundass Jewandass and others—M and G, M M M, and Muljee and B.

Long Causes.

215-79—Macfarlane and G—W LeGeyt vs Tejpal Ramdass—Balkrishna and B. Settled.
416-78—Craigie, L and O—Shriram Taramul and another vs Toolsabai—Smith and F.
241-78—Crawford and B—Mahomed Shuffu bin Mahomed Kurrim vs Laldin Abdoola—Khunderao M.
179-78—Jefferson and P—Javervahoo vs Luckmidass Narron—Macfarlane and G.
141-78—R Skipsey—Hurry Bhanjee and another vs Jaitha Purshotum—Smith and F.
274-79—Tyabjee and S—Cassumbhoy Dhurrumsey vs Jumnabai—Janardhan and G.
482-78—Shapurjee and T—Jairam Dayal vs Tulsidass Jairam and others—Macfarlane and G.

MILITARY INTELLIGENCE.

ARRIVAL.—August 16.
Eagar, 2nd Lieut, 33rd Regt, on leave, from Kamptee.
Kirwan, Captain, 78th Highlanders, on leave, from Poona.

August 17.
Allen, Lieut, 2-22nd Regt, on leave, from Allahabad.
Stackpole, Lieut, 17th Regt, on leave, from Deolalee.
Stokes, Captain, 83rd Regt, on duty, from Poona.

NORTH-WESTERN PROVINCES ORDERS.

(*North-Western Provinces Gazette*, August 16.)

The undermentioned officers have been granted leave of absence :—

Major Currie, Deputy Commissioner, Lucknow, privilege leave for one month.

Mr Bird, Officiating Joint Magistrate, Etah, privilege leave for one month and four days.

Mr Simson, Officiating Commissioner, Allahabad Division, privilege leave for one month.

Major deMontmorency, Deputy Commissioner, Bahraich, privilege leave for two months and fifteen days.

Surgeon Moriarty, Officiating Civil Surgeon, Muzaffarnagar, privilege leave for one month and twenty-three days.

His Honor the Lieutenant-Governor, N-W P, and Chief Commissioner of Oudh, has been pleased to make the following appointments :—

Mr Benett, Officiating City Magistrate, Lucknow, to officiate as Deputy Commissioner, Lucknow.

Mr Hoey, Assistant Commissioner, Lucknow, to officiate as City Magistrate, Lucknow.

Mr Markham, Officiating Magistrate and Collector, Allahabad, to hold charge of the current duties of the office of Commissioner, Allahabad Division.

Captain Grigg, Assistant Commissioner, to officiate as Deputy Commissioner of Unao.

The undermentioned officer has been permitted to return to duty :—

J A Innes, Extra Assistant Commissioner, 3rd grade, Oudh.

Mr Heath, Executive Engineer, 3rd grade, and Mr Alexander, Executive Engineer, 2nd grade have respectively made over and received charge of the Archæological Division.

Mr Simeon, Assistant Engineer, 2nd grade, Sitapur district, Sitapur Provincial Division, is granted three months' privilege leave.

Mr Henslowe, Executive Engineer, 3rd grade, will assume charge of the Sitapur district.

POSTAL NOTICES.

DEPARTURE OF OCEAN MAILS.

		Mail closes.	After Period.
United Kingdom	Aug. 22	3-30 P.M.	...
Kurrachee	,, 19	8-0 A.M.	9-0 a.m.
Persian Gulf via Kurrachee.	,, 19	1-0 P.M.	2-0 p.m.
China	Sept. 1	5-0 P.M.	5-30 p.m.
Australia	,, 12	3-45 P.M.	4-15 p.m.
Mauritius and Reunion	Aug. 22	3-30 P.M.	...
Zanzibar, &c.	,, 22	3-30 P.M.	...

OVERLAND MAIL.

The Overland Mail steamers of the P. & O. S. N. Company leave Bombay every *Friday* soon after 5 p.m.

Letters will be received at the General Post Office up to 3-30 p.m.

Newspapers, Books, and Patterns up to 1-30 p.m.

Registered Letters up to 1 p.m.

Registered Letters, if fully prepaid, together with an extra fee of two annas, will be received at the General Post Office between 1 and 2 p.m.

Late Letters, if fully prepaid by means of stamps in respect both of postage and of the *late letter fee* (two annas each), will be received at the Wellington Pier Post Office from 3-30 to 4-30 p.m.

The latest hour for posting ordinary Overland covers at the several Branch Post Offices will be 3 p.m., and registered letters at 1 p.m.

Fully prepaid letters will be received on board the Overland Mail Steamer after 3-30 p.m. and up to starting time (5 p.m.) by the payment of an additional fee of four annas. All others will be refused.

POSTAGE BY THE BRINDISI ROUTE.

The Postage rates chargeable on Correspondence forwarded via Brindisi, to the United Kingdom, or Union countries served through the United Kingdom, are as follows :—

For the United Kingdom.

Each Letter per ½ ounce—annas 5.
Each Newspaper per 4 ounces—annas 2.
Each Pattern Packet or Printed Papers, per two ounces, 2 annas.

Covers not marked for any particular route will, as a general rule, be sent by the route which stands first on the Schedule except where there is quicker despatch by some other route or where the first route may require the compulsory prepayment of a higher rate of postage than has been prepaid or where the amount of postage paid may leave no doubt as to the route intended.

The postage chargeable per ½ oz. on letters sent to the Union countries mentioned below is as follows :—
Germany, Austria, Hungary, Belgium, Denmark, Egypt, Spain, United States of America, France, Greece, Italy, Luxemburg, Norway, Portugal, Roumania, Turkey....As. 5

CALENDAR FOR AUGUST, 1879.

PHASE OF THE MOON.

First Quarter..........24th, 8h. 3·0m A. M.

Date.	Remarks.	Sun rises. A.M.	Sun sets. P.M.	High Water.	Low Water.
		H. M.	H. M.	H. M.	H. M.
August. Tues. 19	English Mail expected.	5 43	6 23	0 16 a / ..	6 0 m / 6 28 a
Wed. 20	......	5 44	6 23	0 23 m / 0 50 a	6 39 m / 7 4 a
Th. 21	......	5 44	6 22	1 14 m / 1 23 a	7 16 m / 7 40 a
Fri. 22	......	5 44	6 21	1 55 m / 1 57 a	7 55 m / 8 20 a
Sat. 23	......	5 44	6 20	2 46 m / 2 35 a	8 42 m / 9 7 a
Sun. 24	11 Sunday after Trinity St. Bartholomew.	5 45	6 20	3 44 m / 3 21 a	9 35 m / 10 5 a
Mon. 25	......	5 45	6 19	5 0 m / 4 17 a	10 44 m / 11 14 a

It has come under the notice of Mr. A. MENIST, Oculist-Optician, during his short stay in Bombay, that SEVERAL PERSONS having consulted an eminent Oculist, and obtained from him the number the Eyesight required for Spectacles, have been SUPPLIED with ENTIRELY DIFFERENT NUMBERS which has caused injury to the Eyesight, therefore it is absolutely NECESSARY for those who require artificial assistance for the sight to OBTAIN their SPECTACLES from a PRACTICAL OPTICIAN, who does not trust to the numbers on the Spectacles.

BOMBAY EDUCATION SOCIETY.
BYCULLA SCHOOLS.—Day scholars are received on payment of fees varying from Re. 1 to Rs. 5 a month according to Standard. Half fees for 2nd and all other children of the same family : Standards 1—8 in the Boys' School, 1—5 in the Girls' School. Apply to the HEAD MASTER or LADY SUPERINTENDENT.
Byculla, 3rd Sept.

DOMESTIC OCCURRENCES.

[The charge for notifying a domestic occurrence is two rupees. The announcement must be authenticated.]

BOMBAY.

BIRTH.

SPRING—July 28th, at Ahmedabad, the wife of Francis Spring, Executive Engineer, Bhownugger, of a daughter.

DEATH.

CORBETT—August 16th, at Poona, of consumption, Thomas M. Corbett, G. I. P. Railway, of Inniskollen, Ireland, aged 26 years, deeply regretted. Irish papers please copy.

OTHER PRESIDENCIES.

BIRTHS.

GOLDNEY—August 10th, at Meerut, the wife of Captain T. H. Goldney, 38th Regiment, Bengal Infantry, of a son.
GLENNY—August 11th, at Mangalore, the wife of W. H. Glenny, C.S., of a son.
KEITH—August 15th, at Coimbatore, the wife of James Buchanan Keith, of a son.

DEATHS.

POSNER—August 13th, at Calcutta, of inflammation on the brain, Alicia, the child of Mr. and Mrs. Julius Posner, aged 6 months.

All Money Orders, Cheques and other Remittance, sent to this office should be made payable to the "Proprietor of the *Bombay Gazette*."

The Bombay Gazette

TUESDAY, AUGUST 19, 1879.

A few days ago, while noticing the report upon the samples of Indian wheat forwarded by the Indian Government to the India Office in England, we quoted Dr. Forbes Watson's remark to the effect that there is a bright future for the wheat trade of India as soon as the exceptional and unfavourable conditions which at present prevail have passed away. These unfavourable conditions are, first, that the prices for wheat ruling in London at the time the report was written were lower than any point touched during the last hundred years ; second, that in India the prices are at present much higher than is the case in normal years, partly on account of the exhaustion of stocks by famine, and partly on account of the apprehensions of scarcity in the North West Provinces. As to the second of these hindrances to this trade—the high prices prevailing in India—it is doubtless the case that in due course we shall see these prices fall to their former level, perhaps even lower, when railway communication is fully developed. But with regard to cheap wheat in England, it is becoming a question—taking the present development of wheat cultivation in America into account—whether the tendency of the market in future will not continue downward instead of upward. Dr. Forbes Watson remarks that the crops produced in America for the last two years in succession have been exceptionably heavy ; but we now learn that the approaching season also promises to be not less bountiful than the preceding ones, so that the deficiency produced by a bad harvest in England will be more than made good by extra importations of grain from Canada and the United States.

A very interesting article in the *Nineteenth Century* for July, entitled "Our New Wheat Fields in the North-West," by Mr. T. T. Vernon Smith, helps us to understand why it is that America has in recent years so suddenly increased her shipments of grain to Europe ; and if all that Mr. Smith anticipates turns out correct, we fear, that except for special qualities, India cannot hope to become in future "one of the chief sources of wheat supply for the United Kingdom." It is quite true that at present India is one of the largest wheat-producing countries in the world. Thus, the United Kingdom produces only about 10,000,000 to 13,000,000 quarters per annum. Germany grows from 15,000,000 to 18,000,000, while France and Russia produce from 30,000,000 to 35,000,000 each. The United States during the past two years produced about 45,000,000 for each season. As to India, Dr. Forbes Watson says :—"No complete statistics "exist ; but we know that the Punjab alone "produces about 10,000,000 quarters, Oude "about 3,500,000, the Central Provinces about "3,000,000 and Bombay not much less. The "production in the North-West Provinces proper "has never been estimated, but must be fully "equal to that of the Punjab, while that of "Behar is also known to be considerable. "Thus the yearly production of the pro"vinces under direct British rule will amount "to from 30,000, 000 to 35,000,000 quarters," But if the native States in the Punjab, Rajputana, Malwa, Bundlekund, and Guzerat be added, the total production of India cannot fall far short of 40,000,000 quarters, so that at present India ranks a good second to the United States as the largest wheat-producing country in the world. That is the position at present. For the future we turn again to Mr. Vernon Smith's paper. He describes in glowing language that immigration movement to the fertile lands of Minnesota and the valleys of the Red River and Saskatchewan, which is at present attracting so much attention all over the United States. Those who have read Captain Butler's interesting book "The Great Lone Land" will remember the author's graphic description of the vast prairie tracts referred to, and of the grand future which he foretold for our territories in the North-West so soon as they were rendered accessible by the introduction of steam carriage. The Northern Pacific Railway has now opened the way to Captain Butler's "Great Lone Land ;" his sanguine forecast is rapidly being fulfilled, and an immense immigration last year set in to the favoured districts—an immigration quite unparalleled in the history of any of the States, not even excepting California during its most palmy days. The influx, we are told, began about October, 1877, just after the "magnificent harvest of that "year had been gathered," and in the seven months ending March, 1878, over 2,550,000 acres of land were disposed of on the United States side of the frontier alone—for actual and immediate settlement. But this rush is nothing to what is now taking place in Manitoba on the Canadian side of the boundary. There, it is estimated, the population is being added to at the rate of 400 persons per day, and over 3,000,000 acres of wheat land have, in that district alone, been recently allotted to actual settlers, while it is anticipated that as soon as the rail communication is complete the rush of immigration and the rapid breaking up of the land into cultivation will excel anything of the sort ever known. But the immigration is not only marked in numbers but in character as well. Says Mr. Smith :—"Most of the new-comers are not the idlers and "poverty-stricken offscourings of Europe, but "well-to-do farmers from the older States and "settlements, from Northern Iowa, from Wiscon"sin, and other of the newer States of the Union, "but old in comparison to this ; from Canada, "and especially from the best parts of Ontario, "and from the richest and most fertile districts "of the older provinces. These are men principal"ly who have sold their old farms at high prices, "who are accustomed to pioneer life, and who "have brought their experience and the families "they have raised in the old homestead to these "newer fields, possibly to go again further west "when these lands are reclaimed from the "wilderness and brought into good cultivation. "Nearly all of the new arrivals are of "a class far in advance of the immigration of "former years, and they include a great number "of men with capital and experience who are "going into Western farming with all modern "appliances and ample means as the most promis"ing speculation of the day." The fact is that wheat-farming in Minnesota and Mannitoba is at present one of the most profitable speculations in the world, while even at the present low prices there is a very large margin before such farming will cease to pay. Some farms produce as much as from forty to fifty bushels per acre, while the average on the Canadian side of the frontier is about thirty bushels. This produce is delivered on the railway carriages at a cost to the grower of 7⅞ to 8 dollars per acre—that is at about £2 sterling. Therefore, according to these figures, Canada can produce wheat at about 10s. per quarter, leaving, on present English prices, a very wide margin for railway carriage to the coast and for freight to Europe. Of this prolific land, we are told that 200,000,000 acres lying along the banks of broad and navigable rivers await the advent of the farmer to be at once brought into cultivation. At the present rate about one million of acres are annually being brought under the plough, and this probably will be doubled within five years, so that the present American growth of 45,000,000 quarters of wheat may be expected before long to become 100,000,000, capable of being increased indefinitely. Seeing that the total importation of wheat and flour into Great Britain does not average more than the equivalent of twelve and a half millions of quarters of wheat annually, it is quite evident that wheat may fall to even half its present price before its production in America will be checked. Of course, the cost of transit from the fields of the "Great Lone Land" to the consumer in Europe forms the chief item of expense ; but on that point we learn that the Nelson River connecting Lake Winnipeg with Hudson's Bay is about to be explored. The outlet, Port Nelson, is situated in the heart of the continent, but is still eighty miles nearer Liverpool than New York. Its accessibility for ordinary ocean steamers between June and October has been ascertained beyond question, and it now only remains to be proved whether the Liverpool steamers cannot "force their way up the "great Nelson River and land their cargoes di"rectly at the mouths of the Saskatchewan, the "Red River, on the Winnipeg, in the centre and "heart of the great wheat field of the North"West." Truly, with such facts as these before us, we can sympathise with the Honourable William Seaward, at the time Prime Minister of the United States, when he wrote :—

"Hitherto, in common with most of my countrymen, I suppose, I have thought Canada a mere strip lying north of the United States, easily detached from the parent State, but incapable of sustaining itself, and therefore ultimately, nay right soon, to be taken on by the Federal Union without materially changing or affecting its own development. I have dropped that opinion as a national conceit. I see in British North America, stretching as it does across the continent from the Atlantic to the Pacific, in its wheatfields of the West, its invaluable fisheries, and its mineral wealth, a region grand enough for the seat of a great empire."

It will thus be seen that Dr. Forbes Watson is writing without the book when he says that the present excessive shipments of American wheat to the United Kingdom will probably prove exceptional. It is clear that in ordinary qualities of wheat India will not, for the future, be able to compete with the United States and Canada, and the trade, if developed at all from this country, must henceforth be restricted to the finer kinds in which India is in a much better position to compete. Not only are the values of the best varieties better maintained, but higher priced wheats can stand higher charges of transport and freight than can cheaper sorts. So that if Government contemplates encouraging the wheat export trade of British India, it ought to hold out inducement for the more extended cultivation of those fine wheats which it has been ascertained the country does already produce in almost every district.

It has been stated with an air of authority that the Arabs and Rohillas who were in treaty with the prisoner, Wassudew Bulwunt, refused to listen to the inducements offered by that person to join him in plundering British territory, and "that his efforts to realise his hair-brained "schemes completely failed of themselves, and "were simply cut short by the circumstance of "his arrest." Briefly, this statement is not correct. Wassudew Bulwunt's negotiations with the Rohillas of the Nizam's country had by no means failed, and were checked entirely by his own arrest and the arrest of the Rohilla leaders. More it is not at present advisable to say, but doubtless the whole story will in due course be made public. Some time since we published an account of the arrest of Wassudew Bulwunt and his Brahmin associate, in which was given a few particulars of the progress that had been made by these men in their efforts to raise anarchy and plunder over Western India. The details then given were correct so far as they went, and that is all that can be said for the present. Since then we regret to learn the question has assumed a graver aspect than that of the mere intrigues of a Poona Brahmin emissary.

EARLY SNIPE.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

Sir,—In reply to your correspondent "F.," I beg to state that I have flushed over half a dozen painted snipe in Bhavnagar, Kathiawar, in the month of June this year. Captain Baldwin in his work on the "Large and Small Game of Bengal and the North-Western Provinces of India" describes the painted snipe as follows :—

"This bird, although included in the game list, is no true snipe, and in my opinion is not at any time worth firing at. It offers the easiest of shots, flying quite slowly, and very like a common snipe that has been wounded. Generally speaking, when one is flushed, there are others not far distant. They often spring from very thick short reeds, where no true snipe would be found. They do not leave us for other climes, but remain and breed in the plains. My friend H—s informs me that he has often found the young of the painted snipe in Lulintpore, and that the bird makes its nest about July among the sedge bordering jheels. When hatched, the young resemble the young of the moorhen, but with the beak longer. The marking and diversity of colour on the wings of this bird are most beautiful, but it is much inferior to the snipe as a bird for the table, and offers no sport in the pursuit of it."

I have come to the conclusion that the painters I flushed came in last cold season and remained in Bhavnagar throughout the hot weather. Whether they bred there I cannot say as I never came across any young ones.

Aug. 16. CHOKE BORE.

THE ROAD TO GRANT BUILDINGS.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

Sir,—May I take the liberty of calling the attention of the municipal people to the disgraceful state of the principal road leading to Grant Buildings ; so much so that one cannot get into his rooms without having to wade through ankle deep in water and mud ? If the road were properly macadamised, this evil would be removed in no time, to the great relief of the residents, who are compelled to seek a home in Grant's Buildings. AN INMATE.

Bombay, August 16.

THE POONA MUNICIPALITY.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

Sir,—In reference to your able leader the other day anent the sanitation of Poona it is to be regretted that the matter was allowed to "hang fire" so long, and that the subject was not long ago commented upon. To aggravate such engendering of disease, which the reckless deposit of excrements in concealed spots here and there would cause, I have often seen halalcores at a very late hour of the morning marching through the streets when everybody is busy and astir : a circumstance that speaks for itself. This surely is a dereliction of duty which can easily be remedied. Though this subject ought to be the chiefest care of the Municipality, there is yet another which need not be wholly lost sight of—viz., that of lighting the roads. A stranger from Bombay, alighting at Poona by the mail train, finds verily that "Heaven's light is his guide," for he may wander from street to street and lane to lane, and see only a stray lamp here and there, just sufficient to guide his wandering steps aright ; that the want of lights is very much felt there I think cannot be denied. The introduction of gas, say only into the camp at first, would alone be a luxury and convenience to the inhabitants of that part of the city. An application on the part of the Poona authorities to the Government could not but be acceded to, when the feasibility of the plan was pointed out.

LIMERICK YOUTH.

BOMBAY PORT TRUST.

Excerpts from the proceedings of a meeting of the Trustees of the Port of Bombay held on the 14th instant.

Read letter from the Resident Engineer, dated 14th April, proposing that the boundaries of Prince's Dock be extended westwards, and that two warehouses be built on the additional space to be enclosed. He furnishes a plan showing the alteration in the boundary and the site of the proposed warehouses. His estimate of the probable cost of the warehouses is Rs. 1,40,000. The Consulting Engineer again opens up the question of the provision of a graving dock in Musjid Basin either by the transfer of the Hog Island Lift or by the building of a masonry dock. Read minutes by members of Dock Committee. Read also resolution passed at a meeting of the Committee held on 7th instant. It is as follows :—"The extension of the dock boundary is approved except that the Committee recommend that the Strand Road which the Consulting Engineer has shown as 60 feet should be widened to 80 feet ; the 20 feet additional width to be taken from the area set aside for warehouses within the dock." The Committee further recommend that the warehouses be now built upon five of the reserved blocks—viz., (1) on northmost block for uncleared goods ; (2) on next block to the southward for export warrant goods ; (3) on centre block, an upper-storied warehouse for bonded goods ; (4) on southmost block for uncleared goods ; (5) on next block to the north for export warrant goods. If the Trustees approve of these recommendations, then the Resident Engineer can be requested to prepare the necessary plans and estimates. Resolution.—The Trustees are not prepared to entertain the proposal of taking over the Hydraulic Lift Dock, and they consider that the question of a dry dock may be deferred until experience may show whether it is required by the trade or not. The Trustees approve of the recommendation of the Dock Committee with regard to the extension of the dock boundary and the width of road. In addition to the warehouses recommended by the Committee, two other warehouses should be provided for import warrant cleared goods.

Read letters from the Traffic Manager and Resident Engineer, dated 15th April and 25th June respectively, regarding the provision of latrine accommodation at the Prince's Dock. The Resident Engineer recommends that 4 latrines be put up at different sites within the dock fence, that 30 commodes be provided for use on board ship, that a shed be erected for the use of sweepers and also a cart and utensils. He furnishes a plan showing the locality and the construction of the latrines, and he estimates the cost of the whole at Rs. 15,700. He states that the latrines will take about six weeks to erect, and he recommends that the construction be postponed as long as possible so that the latrines may not interfere with any buildings, which may be sanctioned in the interim. Read letter from the Municipal Commissioner, dated 23rd July, approving of the latrine arrangements proposed by the Resident Engineer. Read letter from the Assistant Quartermaster General, dated 12th July, stating, in reply to an enquiry made, that latrine accommodation for the troops will be provided in the new troop shed, and that the men will be disembarked immediately the troopship is alongside the dock wharf. Read Resolution by Dock Committee, dated 7th instant, approving of the Resident Engineer's proposals. Resolution—The proposed arrangements for latrines are sanctioned.

Read letter from Traffic Manager, dated 22nd July, stating that as the dock sheds will have to be made use of for export and import cargo, at the same time it will be desirable to have moveable partitions to separate the cargoes. Read memo. by Resident Engineer, dated 9th August, reporting that a moveable fence of teak 10 feet high will cost Rs. 480 for closing up the breadth of a shed, and that if one set of partitions be provided for each shed, the cost for 7 sheds will be Rs. 3,360, and he furnishes a model of the proposed fence. Resolution—Sanctioned.

Read letter from the Traffic Manager, dated 5th August, forwarding application by Ebrahim Abdoola for a lease of 146 6-9 square yards land on Moody Bay Port Trust Estate at a rent of Rs. 2-2-6 per square yard per annum, and recommending that it be granted until the date of the expiry of the leases of the adjoining plots to the south. Read minutes by members of Land Committee. Resolution.—The lease may be granted till 31st December, 1883.

Read letter from the Traffic Manager, dated 8th August, reporting that a Port Trust barge while taking in heavy materials from the s. s. Elgin on 5th instant bumped against the steamer, damaging two plates and destroying some woodwork. One of the Trustees' engineers estimated the cost of making good the damage at Rs. 200, but as the vessel was about to sail there was not time to effect the repairs, and the captain would not settle for less than Rs. 450, which sum the Traffic Manager agreed to pay and now asks sanction for. Resolution—Sanctioned.

Read Government Resolution No. 593, dated 5th August, communicating letter from Government of India requesting that when dock works have been actually finished and paid for, they will be glad to learn their total cost and to receive a separate statement showing the expenditure to date in dredging and blasting channels, together with the estimated expenditure remaining to be incurred on the same account. Resolution—To be recorded.

Read further report by the Master Attendant, dated 13th August, regarding the foundering of his boat on 5th instant. Read also the evidence forwarded by the Master Attendant of Captain Ker, commander B. I. S. N. Company's steamer Sirdhana ; of Mr. Piper, pilot in charge of the Sirdhana ; of Messrs. Avent, Pead, and Canavan, pilots who were on board the boat when she foundered, also of the tindal and syrang and of Mr. Mullen, master of the outer light vessel. The Master Attendant's report and the evidence by Captain Ker, Mr. Piper, and Messrs. Avent, Pead, and Canavan are herewith forwarded. These papers will be found between pages of compilation No. 76 vol. Resolution—The Trustees find from the evidence that Mr. Avent was the senior pilot, and was in charge ; he was aware that the weather was very squally and rough, and apparently the possibility of an accident was anticipated, as care was taken to provide the party with additional life belts from pilot schooner No. 2. Mr. Avent might have gone out in the schooner instead of in the boat had he so wished, and it was clearly his duty to have done so. The Trustees are therefore of opinion that the accident was the result of want of discretion on Mr. Avent's part. A letter should be addressed through the agents of the B I. S. N. Company, to Captain Ker thanking him, and the officers and crew of the Sirdhana, for the persevering efforts made by them to save life, and he should be asked to distribute Rs. 120 amongst his boat's crew. The conduct of Mr. Pilot Piper is deserving of special commendation, and he and Mr. Brown should be specially thanked for their services and recommended for the silver medal of the Royal Humane Society. Compensation of Rs. 100 may be given to Mr. Pilot Pead and Mr. Pilot Canavan, and the crew of the Faerie may be compensated as recommended by the Master Attendant. A further searching enquiry should be made into the conduct of Mr. Mullen and the crew of the outer light vessel who apparently made no effort to give assistance to the drowning men.

The following were amongst the papers laid on the table :—

Government Resolution No. 604, dated 9th August, sanctioning the sale of 309 1-6 square yards land at Moody Bay to Dadabhoy Eduljee Curraney.

Government Resolution No. 598, dated 6th August, accepting the resignation of Colonel Hancock as a Trustee.

Letter from Resident Engineer, dated 8th August, reporting that the amount sanctioned by the Trustees for scales, trucks, &c. for Prince's Dock is not covered by any item in the dock estimate, but that it can be met by a re-appropriation from railway sidings in connection with the dock under which heading there will be a saving.

Pilotage statement week to 12th instant—
11 Vessels piloted into harbour.
10 ,, ,, out of ,,
1 ,, transported.
1 ,, attended to.

The following is the correspondence in connection with the accident above referred to :—

Office of the Deputy Conservator and Master Attendant of the Port, Bombay, 13th August 1879, No. 1502 of 1879.
To the Chairman of the Trustees of the Port.

Sir,—In continuation of my No. 1466, dated 6th instant, reporting the foundering of the Master Attendant's boat and the loss of two lascars of No. 2 schooner, I have now the honour to submit the statements of Captain Ker, commander of the B. I. S. N. Company's steamer Sirdanha ; of Mr. Piper, the pilot in charge of that vessel ; of Messrs. Avent, Pead, and Canavan, pilots ; of Assoo Rama, tindal of the late Master Attendant's boat ; of Allee Mea, syrang of No. 2 pilot schooner, and of Mr. Mullen, master of the outer light vessel, all of which bear out the particulars reported in my No. 1,466, dated the 6th instant, except that the boat left No. 2 schooner to proceed to the outer station about quarter past 4 o'clock a.m. instead of about 5 o'clock on the morning of the 6th instant, as I at first understood. On that morning it would be low water at Colaba Point at half past 7 o'clock, and the boat would have the full benefit of the tide to help it out of the harbour. At the same time it is well known that the heaviest and most dangerous sea is experienced at the entrance of the port during the middle and last third periods of the ebb spring tides, which at this time of year are increased by freshets from the rivers debouching into the harbour.

In the month of March last the following order was published, which distinctly lays down that during the bad weather of the S. W. monsoon the pilots are to proceed to the outer station in the second schooner, and the initials of all the pilots were attached on the margin, indicating that they distinctly understood this to be the case, and both Mr. Pead and Mr. Canavan unhesitatingly state that they quite understood that they could have proceeded in the schooner on the morning of the 6th instant, instead of in the Master Attendant's boat if they had wished to do so.

"Bombay, 3rd March 1879.

General Order.

"Messrs. Avent, Pead, and Deane having represented their doubts as to the efficiency of the steam launch for pilotage duties during the South-West monsoon, and having afterwards expressed themselves perfectly satisfied with the system as proposed by the Master Attendant, when it was explained and the following extract read to them ; the latter is published for general information in continuation of Office General Order of the 20th ultimo."

(Sd.) J. A.
,, W. P.
,, T. C.
,, J. R. D.
,, T. P.
,, T. R. R.
,, T. T.
,, J. C.
,, J. Smith.
,, J. L. W.
,, T. J. Watt.

"Extract from Report No. 174, dated the 30th January, 1878.

"All the present duties can be provided for by the proposed establishment, the boats and crew of the inner station schooner, the gig and the steamers when desirable will be available for putting pilots on board and landing them from ships.

"The steam launch would take pilots to the outer station, and when the weather is too rough for the steam launch the Master Attendant's boat could take them out in the fine season and in very bad weather during the S. W. monsoon, which never lasts continuously form any days the inner station schooner could take them out.

Henry Morland,"
Deputy Conservator and Master Attendant of the Port."

On the previous day, August 5th, it became Mr. Avent's duty to proceed to outer station, and as the ship Trafalgar, in pilotage charge of Mr. Wright, was expected to get out on that day, Mr. Avent had gone on board to take passage to the outer station, but as the Trafalgar did not succeed in getting to sea Mr. Avent returned and reported himself to Mr. Corke about 5 p.m., who decided that as it would be dark before they (Messrs. Avent and Pead—a second pilot in the interim being required) could get out, it would not be prudent to proceed on that evening although the weather at the time was apparently comparatively moderate ; but that the Master Attendant's boat should be ordered to be in readiness for them next morning, the order was accordingly given by Mr. Corke in consultation with and with the full knowledge of Mr. Avent who made no demur whatever, and, in fact, named the hour and place at which he wished the boat to be in waiting for him—viz., the Apollo Pier at ½ past 4 o'clock, and it was of course impossible for Mr. Corke to foresee what weather would prevail during the night and the following morning.

The pilots proceeding out, however, at the moment of embarking had evidently misgivings as to the safety of their proceeding in the Master Attendant's boat from the fact of their having gone to the schooner for life belts, and it was plainly the duty of Mr. Avent who, being the senior pilot of the three, was the responsible head of the party, to have gone on board the schooner and sent for a master pilot (two of whom reside within a moderate distance) to take them out in the schooner, which might have detained them from half to three quarters of an hour, but would certainly have enabled the pilots to reach the outer station schooner on that same ebb tide ; but Messrs. Pead and Canavan both state, and there need be no doubt, that the anxiety and hurry to get out to meet steamers which were expected at daylight, induced the pilots to attempt the passage in the Master Attendant's boat, and that, notwithstanding they expressed their misgivings whilst on the way, they persevered until it was too late, and the boat could not return, although the pilots attempted to do so.

The pilots all three state that when the boat swamped it was only about a cable's length distant from the outer light vessel ; the tindal who was steering, and in a good position to judge, estimated the distance at three cables length or from a third to half a mile ; the master of the outer light vessel states it was about a mile ; this latter I cannot think is correct, but even if it be so I consider that, as the outer light vessel is provided with a life boat and has sufficient men on board to man it, some attempt might and should have been made to assist the drowning men.

I do not consider the report from the master of the outer light ship satisfactory in any respect, but as soon as the weather moderates sufficiently for him to be absent from his vessel, I purpose instituting a searching enquiry into his conduct.

The Master Attendant's boat was built in the year 1860, and when it started with the pilots was in all respects thoroughly efficient and well found ; it had in it in addition to the 8 life belts taken from No. 2 schooner, three other life belts and two circular cork life buoys, it was ballasted with breakers of fresh water only and had no kentledge or other dead-weight except the Grapnel, anchor and iron awning house which, for their own safety, the pilots had better have had removed. The boat was an excellent sea boat, had been out in all weathers, and in the department was generally believed to be most trustworthy, but at this particular time of year the heavy rolling sea encountered off Bombay breaks over large vessels and was doing so on that morning over the steamer Sirdanha, of 2050 tons, the boat of which vessel rescued the pilots, and the pilot schooners occasionally lose boats and are exposed to great dangers thereby.

On one occasion the schooner's boat, when putting Mr. Pead on board a steamer, was turned end over and bottom up by the sea, and all who had been in it were very nearly drowned and the boat was lost, notwithstanding the schooner and steamer were near at the time.

On another occasion a schooner was proped and a pilot was washed over board and back again into the vessel ; several other accidents have also occurred ; the present accident therefore is not by any means an isolated one.

The pilots and crew when rescued by the boat from the steamer Sirdanha were nearly exhausted, and they could not have survived much longer exposure.

Very great credit and praise are due to Captain Ker, the officers, and crew of that vessel for their persevering and zealous conduct on this occasion, whilst Mr. Brown, the 4th officer of that vessel, and the crew of the cutter which Mr. Acting 1st Class Pilot Piper unhesitatingly volunteered and risked their lives under circumstances of great personal danger to save others, is deserving of the highest praise and admiration.

I would beg to suggest that the approbation of the Trustees might be conveyed to the former by a formal letter through the agents of the British India Steam Navigation Company with an honorarium of a month's pay to the tindal and to each of the five men who manned the boat, say Rs. 100.

It is for acts such as those performed by Mr. Brown and Mr. Piper that the honourable distinction of the Royal Humane Society's medal is conferred, and the silver medal of that Society for each of them would form a suitable recognition of their gallant conduct.

It is reported that the S. S. King Arthur, belonging to the Bombay and Persia Steam Navigation Company, was entering the port, following the B. I. S. N. Company's steamer Sirdanha and was close astern when the latter vessel rounded to, to make enquiries at the outer light vessel as to the particulars of the accident which had happened, but that the former vessel passed on, notwithstanding that urgent signals were being displayed and guns were being fired from on board the light vessel after the steamer had passed and was steaming up the harbour, and the master of that vessel has published a statement in the daily newspapers with regard to his conduct which contains a remark that he had found no pilot vessel outside ; it is right to notice that No. 3 schooner was at the outer station at that time, and those on board saw the King Arthur passing in, and it is generally believed that had the King Arthur joined with the Sirdanha in the search for the drowning men, they might probably have been saved in half the time which afterwards elapsed before they were rescued and have been spared hours of anxiety and suffering.

The two men who were unfortunately drowned were brothers belonging to the Jinjeera State and named Shaik Ahmed and Mahomed Cassim ; the former is stated to have left a wife and three children, daughters, whilst the latter has left a wife, and that their mother was dependent on both. Probably a petition from their relatives will be submitted hereafter praying for relief.

The pilots who were in the boat have suffered in health and property, besides having been laid up from the effects of their long immersion, and as Messrs. Pead and Canavan were acting under the lead of Mr. Avent, they could not have avoided what happened ; it is of course a matter for the Trustees to decide whether they will grant any compensation for the loss these two pilots have suffered, but if Rs. 100 could be granted to each it would about cover their losses.

The men in the boat also have lost all the clothes they had with them and other trifles ; they are reported to have behaved well and to have assisted the pilots when in the water. I would ask that they may have their monsoon coats (which were nearly new) replaced, and a gratuity of Rs. 5 each lascar and Rs. 10 for the tindal who is specially mentioned.

Since writing the foregoing the boat has been reported to have been driven in a damaged condition on to the shore between Wessoolee and Alibag. I have despatched carpenters and men to try and repair the boat sufficiently to allow of its being brought to Bombay when it can be thoroughly put to rights and repaired.—I have, &c.,

Henry Morland,
Deputy Conservator and Master Attendant of the Port.
(True copy,)
G. Manson,
Secretary, Bombay Port Trust.

S. S. Sirdanha, Bombay, August 6th 1879.
To the Master Attendant.

Sir,—I have the honour to report to you that at 1-45 a. m. of this date I sighted Kennery light bearing N 28 E, there had been terrific squalls of wind and rain all night with tremendous sea ; ship rolling with very great violence ; 3-45 a. m. sighted Prong light, bearing N 34 E ; 4-30 most furious squall with blinding rain ; 5-30 squall clearing a little sighted pilot schooner on starboard bow ; stopped and received Mr. Piper, pilot ; ship rolling with fearful violence 5-45 went ahead ; shipped a tremendous sea, washing clean over upper bridge and filling main deck with water ; 6-20 sighted the outer light ship with signals flying, made them out to be that pilot boat had been swamped at 5-30, and that her crew were supposed to be lost spoke. The light ship who reported that the pilot boat had been seen to sink bearing W. S. W. hauled the ship to that course in hopes of saving life ; tremendous sea running and blowing with terrific violence in the squalls with torrents of rain ; stood on WSW till light ship was distant about 5 miles, then kept ship to the northward and eastward, having observed no trace of the crew ; 7-30 going dead slow, hands aloft looking out ; 7-45 observed some dark objects in the water on the weather bow ; hauled up in the direction and saw several men in the water ; went to windward of them and with great difficulty lowered port cutter in charge of Mr. Brown, 4th officer, the pilot also going in the boat ; at this time the squalls were terrific and the rain perfectly blinding. After a short time the boat returned with six natives, part of the crew of the pilot boat ; they reported that three pilots were in the water to windward and that all had life belts on ; my crew were at stations and on the look-out ; 8-10 observed more wreckage, steamed towards it cutter in tow, made out two Europeans and four natives hanging on to spars, &c., most furious squalls of wind and rain with tremendous sea running ; 8-20, clearing a little again, caught sight of the men, steamed to windward and cast off cutter, which returned in a short time with two pilots ; Messrs. Pead and Avent, with four natives ; while boat was away observed an object in the water by S.S.W. ; just as the boat came alongside a most terrific squall burst upon the ship, the rain rendering it impossible to see 10 yards off, and the ship drifting fast to the S. E., 9-10, clearing ; observed something in the water N. 34 W. ; headed towards it and found it to be a European ; another furious squall rendered it impossible to see half a ship's length ; 9-20, saw a man on port bow ; steamed up and cast off cutter which soon returned having rescued Mr. Canavan, pilot, who was in the last stage of exhaustion ; supplied the Europeans with dry clothes, &c., hoisted boat up and stood to the S. E. dead slow two men being still missing, ship rolling with fearful violence. On Mr. Canavan recovering a little he said he had seen two dead bodies floating close to him as this accounted for the whole crew, at 10-40 ; gave over charge to the pilot and stood in for the harbour and anchored off Mazagon at 11 45. Before I conclude I must beg leave to draw your attention to the zealous manner in which Mr. Grainger, chief officer : Mr. Brokwell, 2nd officer ; Mr. Hamilton, 3rd officer ; Mr. MacArthur, chief engineer, with his engineers assisted me by carrying out my orders. As I said before, Mr. Brown, 4th officer, was in charge of the cutter and rendered invaluable service, which I am thankful to say resulted in saving the lives of thirteen people.—I have the honour, &c.

Robert W. Ker, Lieut., R. N. R., Commander.
(True Copy.)
Secretary, Bombay Port Trust.

To Captain H. Morland, Deputy Conservator and Master Attendant.

Sir,—In reply to your memo. No. 1,461 of yesterday's date, I beg respectfully to state I boarded the S. S. Sirdhana at 5 10 a. m., outer light ship bearing N. E. 2 miles, and immediately afterwards a heavy rain squal passed over us, obscuring everything for some time ; but when it cleared up a little, I observed the outer light vessel on my port bow, flying a signal, "boat swamped." I then ran up the signal "which," he replied "pilot or pilots." I then ran up "where," he replied "W. S. W." Not being satisfied with the signals, I steamed up to the light ship, and asked Mr. Mullen when the accident occurred, he said at 5-30 a. m. I then asked if the boat had sunk altogether, he said yes, and motioned with his hands she had gone down. I then said, "why did you not lower a boat ?" he replied they were dead to windward. I asked him if it would be any use my proceeding to sea, he replied he thought not. However, I was determined I would find wreckage, and see if any one could be saved. I then proceeded on a W. S. W. course, sent two Europeans up on the topsail yard, flew signals to the outer station schooner that (on main and mizen masts) "pilots boat swamped." It was very thick and Mr. Walke could scarcely read the signals. He bore up to me, came close and spoke. I told him all I knew. He said he would stand on the port tack to the westward. I then decided to take a sweep to the southward and steered S. S. W. for six miles, until I was out of all the ebb tide. The captain and chief officer agreed with me that they could hardly have drifted so far out. I then returned, steering a zig-zag course from east by north to north by west, when between two to three miles from the light ship, we observed something in the water on our port beam, which I immediately steered for and made it out to be men floating (the time about 8-30 a. m.) There was then such a heavy curling sea running, that we all feared the steamer's boat would not live in it unless it was properly handled. I asked Captain Ker to take charge of the steamer and I would take charge of the boat ; he agreed with me that it would be better for me to go in the boat as I was more accustomed to boating than his officers. I then went away and succeeded in picking up six natives (Hindus). I cross-questioned the most sensible one who told me he thought the pilots had cork jackets on. I asked him how he had been swimming, he replied hard against the tide towards Bombay. I then went back to the steamer, and put the six men on board and told the captain there were still six natives and three pilots missing, and that I thought they were to windward and that I would tow alongside until we came to them. Sometime after the captain motioned there were some one ahead. I then picked up Mr. Pead ; when I got him all right I asked him if he had seen Avent, he told me he had been speaking to him about 10 minutes before. Captain Ker then made signs to me that there was some one else to windward still, which I steerd for, and found to be Mr. Avent. I asked Messrs. Pead and Avent if they had seen anything of Canavan ; they were both of opinion that he was gone. I then went and picked up four more lascars—viz., 2 Hindus and 2 Muhammadans. I questioned them all about Mr. Canavan and the remaining two natives, but none of them had seen Mr. Canavan or knew anything of the two natives. I then went back again to the steamer and put them all on board and told Captain Ker that there were still one pilot and two natives missing. The chief officer said he could see something a long way to windward on the weather bow. He thought it was some one in a life buoy, but Captain Ker did not care about towing the boat, but I asked him to try and if I saw any danger of swamping the boat I would let go. I then picked up Mr. Canavan who appeared very much exhausted and could not have held out many minutes longer, the exposed part of his body being perfectly blue. I then went on board, the boat was hoisted up, and we cruised round the wreckage a long time in hopes of seeing the two remaining natives. I then heard Mr. Canavan had seen two dead bodies float past him some time before. The only wreckage of the boat seen were breakers, oars, gratings and pieces of plank. The captain, officers, and myself thought it wisest to proceed into harbour which I did and berthed vessel off Cross Island—I have, &c.,

Frederick Southwell Piper,
(True Copy.)
Secretary, Bombay Port Trust.

Bombay, August 8th 1879.
To Captain H. Morland, Deputy Conservator and Master Attendant, Port of Bombay.

Sir,—In reply to your memo. of the 6th instant I have the honour to state that I was ordered to the outer station on the morning of the 5th, and at noon of that day I went on board the ship Trafalgar to go out, but as she could get to sea on that day I came on shore and reached the office a few minutes before 5 p. m. when I found that Mr. Pead was also ordered out, and that we were to go out in the white boat, but as it was then too late on tide to get out, it was arranged that we were to go from the Apollo Bandar at 4 a. m. the next morning, Mr. Corke giving the orders for the white boat to be at the bandar at that time.

At 4 a. m. of the 6th Messrs. Pead and Canavan (who had been ordered out sometime later) and myself left and went to No. 2 schooner, and got 8 life belts and then proceeded out. The weather was squally with rain, the wind veering from west to S. S. W. when about a mile from the outer light vessel, which bore as near as I could judge W. S. W., the sea was getting heavy but not breaking. I wore the boat round, and stood to the westward. Mr. Canavan at the time made a remark that the sea was getting heavy, and that we had better go back. I had a good look round with Mr. Pead, and we thought, that as we could not see the sea breaking we would go on. During this time the tide being very strong we passed close to the eastward of the outer light vessel ; the wind having favoured us we had not gone far, it then being day light. Before we could see the seas were breaking heavily, the boat was shipping a good deal of water, and thought the best thing to do was to go back which I did. It then was a few minutes past 5-0 a. m. I told the tindal to keep her right before the sea. We had been running about ten minutes the wind fell light and a heavy sea like a wall rose close astern of the boat and completely whelmed her, and she immediately sank, going straight down under our feet ; at the time we were on the outer light vessel port quarter about half cable distant.—I have, &c.,

(True copy,) J. Avent.
Secretary, Bombay Port Trust.

6, Tamarind Lane, Fort, Bombay, 7th Aug. 1879.
To Captain H. Morland, Deputy Conservator and Master Attendant of the Port, &c., &c.

Sir,—I beg to state in reply to your letter of the 6th instant with regard to the foundering of your sailing boat Fairy my statement is as follows :—"That according to orders from your 1st assistant, Mr. W. G. Corke, that I was to meet Mr. Avent and Canavan at 4 a.m. on the 6th instant at the Apollo Bandar and proceed to the outer station in your sailing boat Fairy. At 4 a.m. Mr. Avent, Canavan and I put off from the bandar and went along side No. 2 pilot schooner, and the syrang gave us 8 cork jackets, for during the night there had been some hard squalls. At 4-15 we left the schooner, and stood out on the starboard tack all going well until we began to near Thull shoal. At about 5 a.m. went round and fetched the outer light ship about 2 cabic length distant, shipping at times a great deal of water ; at 5-15, being about daylight then we could see all of us that the boat could never live in such a sea as was then running. Mr. Avent, after consulting Mr. Canavan, and I gave orders to tindal to hard up and keep her dead before the sea, so as to run close past the outer light ship in hopes that if anything happened Mr. Mullen would be able to render us all assistance in his power. After running about 10 minutes wind fell very light and a very heavy combing sea came up and quite overwhelmed the boat and she went down in an instant. When we all rose to the surface of the water we each assisted each other in tieing on our cork jackets, &c., and tried to keep together as much as possible. I do not think we were more than 2 cables length from the outer light ship when the accident occurred, and we all shouted out to Mr. Mullen to send us a boat, but no assistance came from that quarter, and from about 5-20 to 9 a. m. we were drifting about at the mercy of waves, when I was fortunately picked up by Mr. Piper and taken on board the S. S. Sirdhana and received all kindness from Captain Ker, officers, and crew.—I have, &c.

W. Pead.
(True copy,)
Secretary, Bombay Port Trust.

Captain H. Morland, Deputy Conservator and Master Attendant of the Port.

Sir,—In reply to your letter of the 6th instant, I beg to state I was ordered to the outer station by Mr. Corke to proceed at 4 a m. from the Apollo Bandar in the sailing boat Fairy along with Messrs. Avent and Pead. We left the Bandar precisely at 4 a.m. calling alongside No. 2 schooner for life belts and received about eight in number. We then proceeded to the outer station on the starboard tack. Finding the sea increasing, as we got to the eastward we concluded that we would tack and stand forwards the prongs for the purpose of getting into smoother water after tacking the wind favoured us during the squalls and we fetched the outer lightvessel. At this time daylight set in ; we could then see that it was impossible to proceed any further. Mr. Avent then gave the order to keep the boat before the sea keeping as close to the outer light vessel as possible for the purpose of receiving assistance if required. We have been before the wind about ten minutes when the wind suddenly fell light, a breaking sea at the same time overwhelming the boat which caused her to go down instantaneously. I should think the time when the boat foundered would be about 5-20 a.m., and a cable's length from the outer light vessel ; the outer station schooner at this time was not visible. I remained about 3½ hours in the water when I was picked up by Mr. Piper in a boat belonging to the S. S. Sirdahana. I also wish to state that about two hours before being picked up that two of the lascars belonging to No. 2 schooner died alongside of me.—I have, &c.,

Thomas Canavan.
(True copy.)
Secretary, Bombay Port trust.

Bombay, August 7th 1879.

Grimault and Co.'s Guarana owes its curative virtues to the great quantity of caffein which it contains. Dr. Wilk's, of the Guy's Hospital, declares in the *British Medical Journal* that the *Guarana* acts "like a charm." Guarana powder [illegible] remedy for the sick *Headache.*—*The Lancet, Aug. 31, 1878.*

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LATEST INTELLIGENCE.

(FROM OUR OWN CORRESPONDENT.)

LATEST FROM KURRACHEE.

KURRACHEE, Aug. 18.

The story regarding Davis, of the steamer Maddock, who, having got drunk, disappeared, and whose body was found floating in the Indus and was buried like a dog, is by no means exaggerated. The *Beacon* attempts to contradict it without knowing anything about the matter.

A telegram from Jacobabad states that Captain Baugh, of the 30th Native Infantry Regiment, committed suicide on the 14th. He is reported to have shot himself with his revolver.

The Chowdry of the Jacobabad bazar is charged with receiving bribes to the extent of nearly Rs. 20,000.

[REUTER'S TELEGRAMS.]

(*By Red Sea Cable.*)

AFFAIRS IN RUSSIA.

LONDON, Aug. 18.

Advices from St. Petersburg state that a great seizure of gunpowder and other explosives has been made there.

THE GREEK QUESTION.

LONDON, Aug. 18.

Safvet Pasha has been appointed a third Commissioner in the settlement of the Greek Frontier Question.

RESIGNATION OF THE EGYPTIAN MINISTRY.

ALEXANDRIA, Aug. 18.

The Egyptian Ministry has resigned and a new Ministry under the Presidency of the Khedive (Prince Tewfik) has been formed.

STEAMER MOVEMENT.

SUEZ, Aug. 16.

The B. I. S. N. Company's steamer El-Dorado, outward bound for Calcutta, Madras, and Colombo, left here to-day.

LONDON, Aug. 16.

The Liverpool Cotton Market to-day closed with a hardening tendency. Surats firm.

Fair Dhollera	5 3-16d.
3 per cent. Consols for account	97½
5 per cent. French Rentes, 1872	116½
Bar Silver	51½

STEAMER REPORT.

GALLE, Aug. 18, 9-3 A.M.

French mail steamer Amazone from China arrived.

RATE OF EXCHANGE IN LONDON

Bank Bills, on demand		1s. 7⅞ to 15-16d.	per Re
Do.	6 months' sight	1s. 8½d.	„
Credits,	3 „ „	1s. 8 3-32d.	„
Documents,	3 „ „	1s. 8 5-32d.	„
France	3 „ „	2·12½	„

THE WEATHER.

RAINFALL IN BOMBAY.

Aug.	Colaba. In. cnt.	Fort. In. cnt.	Byculla. In. cnt.
Total previously registered	45 91	54 90	57 33
17 Sunday	0 59	......	......
18 Monday	......	0 90	0 28
Total	46 50	55 80	57 61
Fall up to 18th Aug. 1878	83 46	91 65	90 33
Do. to 18th Aug. 1877	49 0	38 72	45 26

NOTE.—The returns from the Fort and Byculla are made up to 6 p.m. each day. The return from Colaba is up to midnight.

WEATHER REPORT BY TELEGRAPH.—Aug. 18.

CANNANORE, 4-45 p.m.—Weather rainy; wind N. W. Fall of rain 66 cents.

KARWAR, 5 p.m.—Weather wet; wind S. W. 5 to 6; thermometer 75-2; barometer 29·892. Fall of rain 3 inches and 82 cents.

MANGALORE, (17th) 4 p.m.—Weather rainy; wind S. W.N.W. Fall of rain 40 cents.

TUTICORIN, 3-45 p.m.—Weather fine; thermometer 88; barometer 29·84.

VINGORLA, 5 p.m.—Weather rainy; wind S.W. light; thermometer 79. Fall of rain 1 inch and 39 cents.

RAINFALL ON THE G. I. P. R. LINE.

FOR WEEK ENDING FRIDAY, 15TH AUGUST.

We have been favoured with the following records of rainfall on the districts intersected by the G. I. P. Railway, by Mr. G. Barnett:—

Stations.	Quantity registered up to week ending Friday, 15th Aug. 1879. Inches.	Cents.	Quantity fallen up to 6 P.M. on week ending Friday, 15th Aug. 1879. Inches.	Cents.	Total. Inches.	Cts.
Lanoli	93	73	24	7	117	80
Dhond	9	57	1	37	10	94
Nasik	19	69	2	30	22	99
Julgaon	24	95	1	76	26	71
Sheagaon	16	42	2	69	19	11
Wurdah	2	21	0	0	2	21
Sholapur	33	60	1	75	35	35
Jabalpur	28	8	7	20	35	28

RAINFALL ON THE GUJARAT LINE.

We have been favoured with the following records of rainfall on the districts intersected by the B. B. and C. I. Railway, by Mr. Mathew:—

PANJU.	In.	Cts.	VAITARNA.	In.	Cts.
Previously registered	54	68	Previously registered	51	38
August 12	0	23	August 12	0	53
„ 13	0	21	„ 13	0	49
„ 14	5	70	„ 14	2	3
„ 15	2	21	„ 15	2	35
Total	63	2	Total	56	78
PALGHAR.			GHOLVAD.		
Previously registered	54	65	Previously registered	43	94
August 12	0	13	August 12	0	6
„ 13	0	35	„ 13	0	23
„ 14	1	45	„ 14	1	59
„ 15	1	87	„ 15	3	20
Total	58	45	Total	49	2
BULSAR.			SURAT.		
Previously registered	37	92	Previously registered	25	87
August 12	0	15	August 12	0	4
„ 13	0	95	„ 13	0	35
„ 14	1	25	„ 14	0	42
„ 15	3	25	„ 15	0	27
Total	43	52	Total	26	95

DABHOI.	In.	Cts.
Previously registered	26	5
August 10	0	34
„ 11	0	0
„ 12	0	15
„ 13	0	34
„ 14	1	37
„ 15	0	11
Total	28	36

BOMBAY PRESIDENCY WEATHER REPORT

FOR WEEK ENDED AUGUST 18.

(As taken at 10 A. M.)

Station.	Barometer. Reduced to 32° and to Sea-level.	Change since yesterday.	Thermometer in Shade. Dry bulb.	Change since yesterday.	Wet bulb.	Humidity. Percentage of saturation.	Change since yesterday.	Wind. Direction.	Velocity in miles per hour for preceding 24 hours.	Amount of cloud 0 to 10.	Rainfall in past 24 hours.
Jacobabad	29·557	+049	92·3	−2·0	81·6	62	+5	S	3	9	...
Kurrachee	..	..	..	—	..	..	..	..	..	..	...
Deesa	29·703	+052	78·7	+1·6	76·2	89	−2	S W	10	10	0·07
Rajkot	29·683	+058	82·6	+1·0	77·1	77	+2	W S W	16	10	0·22
Surat	29·709	+044	80·1	−1·5	77·0	87	0	S W	!	10	0·10
Bombay	29·796	+045	78·0	−3·5	76·0	91	+4	W S W	20	10	0·06
Goa*	29·86	+024	80·0	+0·5	78·0	91	0	W	8	9	0·63
Akola	29·725	+063	81·2	+2·5	75·1	71	−9	W S W	6	10	0·28
Belgaum	29·851	+027	70·4	−0·5	68·6	92	+5	W	13	10	8·90

WEATHER REMARKS.

Jacobabad—Dark gloomy weather.
Deesa—Overcast; passing showers during day.
Rajkot—Heavy rain; passing showers during day.
Surat—Overcast with rain; moist and muggy.
Bombay—Overcast with rain; passing showers during day.
Goa*—Hot wind.
Akola—Overcast; fine weather with passing clouds.
Belgaum—Overcast with rain; moist and muggy.
* Not corrected to Calcutta standard.

CROP AND WEATHER REPORT OF THE N.-W PROVINCES AND OUDH

FOR THE WEEK ENDING AUGUST 13TH.

Benares, 12th August.—Rainfall during week forty-one tenths at Benares, sixty-nine at Chandauli, and forty-two at Gangapur.

Allahabad, 12th August.—Average fall of week twenty-eight tenths, fairly distributed. Since 1st June two hundred and six tenths.

Jhansi, 14th August.—Fifty-four tenths rain since last Tuesday. Sowing for kharif almost completed.

Agra, 12th August.—Average rain during week fifty-three tenths.

Meerut, 13th August.—Meerut thirteen, Mowana eighteen, Baghpat twenty-nine, and Ghaziabad thirty-eight tenths.

Bareilly, 13th August.—Average rainfall of week one hundred and eleven tenths. Clear weather much wanted.

Kumaun, 11th August.—Heavy rain with partial sunshine during past week. A break much wanted.

Lucknow, 13th August.—Rainfall nine tenths.

Sitapur, 13th August.—Fifteen tenths rain.

Fyzabad, 13th August.—Thirty-five tenths rain in week.

Partabgarh, 11th August.—Rain at Sudder forty-eight, Kunda thirty-two, and Patti thirty-three tenths.

METEOROLOGICAL OBSERVATIONS.

GOVERNMENT OBSERVATORY, COLABA.

BOMBAY, 17th August 1879.

Means of observations taken at 6 a.m., 10 a.m., 2 a.m., 4 p.m. and 10 p.m.

Barometer corrected 32 deg. Fah	29·715
Temperature of the Air	78·4
Wet Bulb Thermometer	76·3
Dew Point	75·6
Relative humidity of Air	·911
Extent of cloudy sky (the whole sky clouded = 8)	8·0
Maximum temperature of air (read at 6 p.m.)	83·4
Minimum do. do. (read at 10 a.m.)	76·9
General Direction of Wind	WSW, SW, W, WSW.
Movement of wind in 24 hours } From midnight	376
Fall of Rain } to midnight.	0·59
Total fall during the month	13·47
„ „ year	46·50
Additional fall of rain up to 10 a.m. of 18th Aug.	0·50

INCORPORATED in the report of the meeting of the Bombay Port Trust, we publish this morning all the official correspondence and documents referring to the late accident to the pilot boat Fairy, whereby two lascars lost their lives, and three pilots had a very narrow escape from meeting the same fate. The correspondence is necessarily voluminous; but it is to the point, and shows that, notwithstanding the published statement of one of the pilots to the opposite effect, the three men who left the Apollo Pier on the morning of the 6th instant in the Master Attendant's boat, did so of their own choice and their own risk, one of the schooners, as they all knew, being at their service. The senior pilot (Avent) who was in charge of the party, is to be censured for the recklessness which he so unnecessarily displayed; and although he may have gone out in the pilot boat through sheer bravado, still he ought to remember, that especially when he has the lives of other men in his charge, "discretion is the wiser part of valour." We quite agree with the remarks of Captain Morland that it is for acts such as those which were that morning performed by Messrs. Brown and Piper that the "honourable distinction of the Royal Humane Society's medal is conferred," and we have no doubt that the result will be that the silver medal of that Society will yet adorn the breast of each of them. It would form a very suitable recognition of the gallant conduct displayed by them in risking their lives in the endeavour to save those of the no less gallant men who were struggling for bare life within sight of land. In face of the evidence adduced in the report, the captain of the King Arthur can hardly be exonerated from a certain amount of blame. He says that he never saw the schooner; but all on board the schooner maintain that they plainly saw the King Arthur, and the inference is surely only natural that the schooner was also seen by those on board the King Arthur. Be this as it may, he must have heard the guns which were fired from the light ship. It is not a pleasant insinuation to make, and many may consider it uncharitable; but we fully agree with Captain Morland that the possibility is that had the King Arthur joined the Sirdanha in the search for the drowning men they would have been saved hours of anxiety and suffering. We have only to express the hope that effect may be given to the suggestion that honoraria may be granted to all those who so successfully went to the rescue of their drowning comrades, and that in future men like Avent may not rush into print with statements which will not bear investigation. A discreet silence was on his part the wiser course, notwithstanding the insinuations of his interviewer. It is very much to be regretted that this accident has happened, the more especially that the report of date 30th January, 1878, makes provision for S. W. monsoon emergencies. Why advantage of these provisions was not taken on the morning of the 6th instant, we suppose Mr. Avent alone knows.

IN a suit brought by Visram Ebram and Co. against Captain R. Ramsay, master of the s. s. Marina, judgment was delivered by Mr. Spencer, acting Chief Judge, Small Causes Court, on Wednesday last. The plaintiffs sued for loss of freight on 126 tons of cargo of sugar which, it was alleged, the defendant refused to receive on board, his vessel, in breach of the terms of a charter party executed on the 20th November, 1878. By it the plaintiff agreed to charter the Marina for a voyage from Bombay to Mauritius and back for a sum of Rs. 20,000. The steamer was guaranteed to carry not less than 1,530 tons nett dead weight, *i. e.* sugar, from Mauritius. The plaintiffs alleged that their agents at Mauritius were ready and willing to ship the full quantity of sugar, but that the defendant refused to receive it. On the 14th January, 1879, the captain informed the plaintiffs' agents the decision of Lloyd's surveyor at Mauritius that the ship was sufficiently deeply laden, and although he professed to be willing to take in all the plaintiffs' sugar as per charter party, he did so with the reservation "provided there be no drawback against the ship." In other words, he was willing to take in the sugar although, by so doing, he would have gone to sea in an unseaworthy state, provided the shippers became their own insurers against either a total loss or damage caused by overloading. The learned judge was of opinion that the defendant was bound to carry the sugar in such a manner that none of it should get damaged by the ordinary perils of the voyage, while upon the evidence it appeared that he felt he could not do so if he took in 1,530 tons. His Honour came to the conclusion that the vessel was not capable of carrying 1,530 tons nett dead weight of sugar in a seaworthy state, and that consequently there was a breach of warranty. A verdict was given for the plaintiffs with costs. A report of the judgment will be found in another column.

THE Secretary of State has forwarded to India a memorandum by the Army Sanitary Commission on the report of the Sanitary Commissioner for Bombay for 1877. The report was for the most part prepared by Mr. Hewlett, who officiated as Sanitary Commissioner of Bombay during Mr. Lumsdaine's absence on leave, and is divided into the usual ten sections. The commission's memorandum is taken up partly with a brief notice of the sanitary history of British and native troops, and chiefly with an analysis of questions relating to the famine mortality, on which the remarks of the commission reserve careful perusal. In concluding their notice of Mr. Hewlett's report the commission observe that the facts detailed by him, "together with those in Mr. Cornish's Report for the Madras Presidency" (recently noticed), "have thrown much light upon the whole subject of Indian famines, by showing that food scarcity is only one of the death causes which decimate the population in famine times, and that in future famines their causes, concomitants, and management may be dealt with on a scientific foundation."

THE Government of India in March last addressed the Secretary of State on the subject of a scheme for the introduction of agricultural education in the Bombay Presidency, but owing to the subsequent proceedings of the Government enforcing general retrenchment and discouraging new expenditure, the Secretary of State has considered it desirable to suspend action in the matter for the present. In the meanwhile his Lordship thinks that advantage should be taken of this suspension to inquire into the results of the Madras institution, and the extent to which young men educated there have since followed a practical agricultural calling. Information on this point, it is thought, would be specially desirable in reference to the students from Bombay who are said to have sought admission to the Madras institution in considerable numbers.

THE Budget estimate of the Forest Department, Madras, for 1879-80, recently submitted to the Secretary of State, shows that the revenues for the past and current years have been injuriously affected by the recent famine. The receipts, however, for the ensuing year are expected to be nearly equal to the realization of the year preceding the famine. The Secretary of State is of opinion that, with a proper system of Government reserves such as exists in other parts of India, there can be no doubt that the forests of Madras "might be made to yield much larger revenues than at present, and so provide funds for more extensive works of conservancy than could now be undertaken without entailing a direct charge upon the Imperial revenues, which would be undesirable. In order to realize this, however, the principal want seems to be a Forest Act for the Madras Presidency, in the absence of which little real progress in the work of conservancy is possible."

THE *Russian Turkestan Gazette*, of the 22nd May (3rd June), contains the following on Colonel Przhevalski's expedition to Lhassa:—"The *Golos* has received a letter from Colonel Przhevalski, dated Zaisan, the 1st April (N. S.) from which it appears that he reached Post Zaisan on the 11th March, where his final preparations for the expedition took three weeks. Unusually heavy snow-fall also delayed his departure for the steppe of Zaisan. 'To-morrow (the 2nd April N. S.),' he writes, 'we are at last leaving this place for Boluntokhoi, from whence we shall proceed along the upward course of the Urunzu, and the southern slopes of the Altai to Barkul and Hami, which town (distance from Zaisan upwards of 660 miles) we hope to reach by the end of May. At Hami we do not intend staying long, unless the heat and want of water compel us to wait before traversing the Hami desert, which we shall have to cross *en route* for the town of Shaju (not Suje).' Including his visit to Lhassa, Colonel Przhevalski calculates to journey two years. The Colonel expresses great satisfaction with his equipment, the expedition being well found in every respect—cash, arms, ammunition, instruments, and so forth. With him travel his assistants, Eklon, Roborofski, and Kolomeitsef, an interpreter (Taranchi native of Kutsa); a Kirgiz guide; and an escort of eight men—three soldiers and five Trans-Baikal Cossacks."

THE annual report on the Forest Administration of Bengal for 1877-78 has been submitted to the Secretary of State, who remarks that the report is more complete than usual owing to the anxiety of Dr. Schlich, who was about to be transferred from Bengal, to place on record all that can be of use to his successor. The financial results of the year are regarded as very satisfactory, as also the results of forest conservancy, which, in the opinion of the Lieutenant-Governor and of the Conservator, may now be looked upon as an assured success. The Secretary of State lays stress on the necessity of providing means for meeting the large demand which may be expected for some years to come for sleepers for the Northern Bengal State Railway, amounting to more than the yield of the Buxa reserve, and as much as can be drawn from all the forests of the Dooars, without unduly weakening the resources of the forests. A large reduction in the number of prosecutions for forest offences is noticed as an evidence that recent protective measures do not bear hardly upon the people who are disposed to co-operate with the Department. Lord Cranbrook concurs in the opinion expressed by the Viceroy and the Lieutenant-Governor of Bengal as to the value of Dr. Schlich's services while Conservator of Forests in Bengal.

AN Agra correspondent writes on the 12th inst:—"Fever is still prevalent, and it is more than I can say, when it intends taking its departure, it has been fully a twelve-month among us, having played havoc with the inhabitants of Agra during that time."

THE Kandahar column is threatened with transport difficulties on the homeward journey of a similar nature to those experienced in the advance. A correspondent writes:—"Great difficulties appear to be experienced in collecting a sufficient supply of fodder for animals of the transport service with the Kandahar column. Prices for barley and bhoosa have, of course, risen according to the demand, and the Afghans, now fully alive to the value of the rupee, refuse to sell their grain, unless they obtain most exorbitant rates. A convoy, stopping at one of the ordinary halting places even for one day, proves itself as omnivorous as a flight of locusts, for it is calculated the consumption of bhoosa reaches ninety or a hundred maunds. Considering the poor nature of the country, it is wonderful how such heavy indents have up to this time been met." Another correspondent states that General Sir Donald Stewart, K. C. B., is expected to leave Kandahar for Quetta on or about the 22nd of this month. The 3rd Goorkhas, 59th Foot and the Elephant battery, which were to have remained for a time at least at Gulistan-karez, will now, in all probability, be ordered to Quetta, on account of some cases of cholera having occurred lately at the place.

THE *Indian Daily News* waxes sarcastic on the subject of the management of frontier affairs in regard to the punishment and suppression of tribal thieves. He writes:—"A band of the Zakka Kheyls, tired of having had no knife practice lately,—the wretches miss camp-followers sadly—descended into the Khyber with the object of airing their courage upon any defenceless wayfarer they might succeed in surprising, at the usual odds of five armed Afridis to one unarmed stranger. But news of their presence and intentions having been received, the guards to all convoys were strengthened. It does not seem to have occurred to any one to devise a trap for bagging the lot, nor that stalking a lurking gang of cut-throats would be good exercise and good practice for our troops. The soldiers, in fact, are not allowed fair play; and meanwhile the strength of the British Empire in India is increased by the formidable addition of a corps of Jezailchis. The employment of these terrible and renowned warriors is preliminary, probably, to the creation of a corps of chain-armour and bow-and-arrow champions."

REVIEWING the minute of the Lieutenant-Governor of the Punjab, condemning Dr. Birdwood's remarks on Indian carpet manufacture, the Lahore paper remarks:—"Dr. Birdwood is utterly ignorant of the service which the Punjab Government has made in introducing this industry, and of the scrupulous jealousy with which it prohibits the imitation of European designs. Even the quantity of the product is restricted: and anyone can see that the Government is resolved that art-carpetry shall either be purely native or nothing at all. Only last week, and by the courtesy of Mr. Garrick, the acting Principal, we had the pleasure of inspecting some very good designs by the native pupils of the Lahore Art School; and if Dr. Birdwood had been present on the occasion, he might have perhaps have reconsidered his mistaken judgment."

THE closure of the Agra Canal for annual repairs, &c., is notified in the *N.-W. Provinces and Oudh Gazette* to take place so soon after the 15th August, as the state of the weather permits.

THE differences of castes, in reference to which the Goanese Christians do not stand on a higher level than their Hindu brethren in India, having been carried into religious confraternities, the Government have notified that no approval, in future, will be accorded to the establishment of any religious association which by any of its rules may display a tendency to maintain the odious and untenable distinctions of castes.

A LARGE portion of Eastern Bengal, about Furreedpur, has been flooded by the overflowing of the Padma river, in consequence of which, according to a local paper, "the prospect of the next year's harvest is, therefore, very gloomy. Rice is selling from Rs. 3-10 to about Rs. 4-4 per maund. About 25 per cent of the lower class people of this part of the country, who have not sufficient means of earning, are starving. They cannot get their meal more than once in 3 or 4 days. The middle classes of the people are put to sad straits owing to the high price of food articles."

THE local press at Pietermaritzburg has brought out a strange work—the first Caffre army list. It is entitled "The Zulu Army," and professes to give a list of each regiment or impi, with the uniform strength, &c., corrected to date, and giving their stations and a record of services. The *Athenæum* says, it is also an "Almanach de Gotha," or Burke's Peerage, giving a list of the Zulu headmen, with their positions, kraals, &c. The Kaffir language is familiarly known in Natal. English children pick it up, and reproduce the clicks to perfection.

THE Goa Government has lavished well merited praise "for their ideas of progress, disinterestedness and civilization" on the village community of Serula for their offer to the Government of Rs. 2,500 for constructing the public road from Betim to Mopuca. The village of Assagaum has followed suit and offered Rs. 1,000 to be applied to the road from Chopora to Mopuca. The Government not having replied to the latter offer, the *Gazetta de Bardez* asks whether the villagers are not sufficiently enlightened in their ideas of progress and civilization that their offer has not been yet accepted.

A VERY "native" story comes from Dhaka. A Parsee theatrical company, which lately visited Dhaka, made a good sum of money; so the National Theatre Company from Calcutta resolved to try their luck. But unfortunately in this company the female parts are played by women, the announcement of which caused a thrill of horror in the moral minds of the youth of Dhaka. And as if to add horrors to horrors, a native paper states that on the first night of the performance "a townsman with a bottle of *vinum gallicium*, and accompanied by a public woman, attended the theatre." So the students resolved to hold a meeting at their association to suppress such immorality, whereat some thousand of them attended, and passed the following resolutions:

That this association considers that it would be cruel and giving a deaf ear to the calls of human suffering to expend money for amusements at a time of such national distress.

That this association deems, on moral principles, that it is positively injurious for men to attend theatrical performances and other sorts of entertainments where such exhibitions are made as are calculated to deteriorate the morality of the spectators.

That an appeal dissuading people from attending such places of entertainment be printed and published at the cost of the association for general distribution gratis.

SOME of the Assam tea planters, it is reported, contemplate cultivating rice for themselves by imported coolies. There is very large amount of land still available in very favourable situations for the cultivation of ordinary staples, and it is hoped that the projected railway will give a considerable impetus in this respect to the development of the district, which has undoubtedly a great future before it.

NEWS comes from the Persian Gulf that at Bushire they are going through a "wave of heat." The thermometer ranges from 96° to 98° constantly, and this is accompanied with a moist stagnant state of the atmosphere which keeps the residents in a constant vapour bath, and is developing prickly-heat and boils to a most uncomfortable extent.

SOMETHING of the inconveniences the inhabitant of Ahmedabad and Surat have experienced in former years in consequence of the overflowing of the Sabarmati and Tapti rivers is being felt this year by the dwellers on the banks of the Ganges. Letters from Dinapore, dated the 13th instant, speak of the river as being in strong flood, the water being then up to the highest recorded flood level. Considerable damage had been done by the rising waters, and great anxiety was naturally felt about the Dinapore cantonments. On the 14th the water was still rising, and large boats capable of carrying 200 maunds were plying in the public highway. A large number of huts had fallen in the bazaar, at Deeghah, and in all the space up to the canal. No casualties were reported, but as the water increased upon the town, the poorer classes hastened to save their property in the best way they could, and great distress was occasioned by their being rendered homeless. Old resident of Dinapore—some, indeed, who have lived there thirty years—do not remember such a flood as the present. The cantonments present the appearance of a lake, and a small further rise would inundate some of the soldiers' quarters. The river abreast of the station is over two miles broad. The actual height of the river is not greater than it was in 1869, when it reached the highest level recorded; but the difference in the effect of the flood is said to be due to the compression of the water by the canal embankment.

A CORRESPONDENT in *Mayfair* writes:—Sir Frederick Halliday has, at the last moment, brought a counter-charge against Mr. William Tayler. Mr Tayler has for more than 20 years been alleging in effect that though, according to overwhelming testimoney, he saved Patna during the Indian mutiny, he was, owing to the misrepresentations of Sir F. Halliday, then Lieutenant-Governor of Bengal, ruined and disgraced instead of being promoted and decorated. In his counter-charge Sir F. Halliday, who has so long submitted in silence to the accusation brought against him by Mr. Tayler and the historians Kaye and Malleson, declares that he was really Mr. Tayter's best friend, but that he would insist on being ruined. We have so far Mr. Tayler's word against Sir F. Halliday's. I leave it to those Anglo-Indians who knew them both in the period preceding the mutiny to decide which is the most veracious. According to a correspondence published in a Calcutta newspaper about 24 years ago, Lord Dalhousie's private secretary, at all events, doubted Sir F. Halliday's accuracy.

FOR the first time probably in the administration of justice, an elephant was the other day called as a witness in a court of law. An action had been brought against Messrs. Bertram and Roberts, lessees of the refreshment department of the Crystal Palace, who were the proprietors of this animal, for injury sustained in consequence of its frightening a horse. The elephant itself was outside the Exchequer Court, in which the case was tried, and the counsel for the defence suggested that it should be called to testify to its good behaviour. The judge agreed to the suggestion, and the animal was brought into court and placed immediately in front of the judge and jury. It surveyed the scene with great equanimity, but rather disturbed the solicitors by sweeping the table where their hats and papers were with its trunk. The counsel for its owners said that it was ready to go into the witness box. "Do you wish to cross-examine the witness?" said Mr. Baron Pollock to the counsel for the plaintiff. "No, my Lord," said the learned gentleman amid much laughter, "I have no questions to ask." The elephant was then led out of court, and no doubt the jury were amply satisfied that it was a peaceful and well-disposed animal.

NOTES FROM SIND.

(FROM A CORRESPONDENT.)

KURRACHEE, Aug. 15.

THE officers of the 5th N. I. had an "at home" on Wednesday. It was a brilliant affair and spoke well for the hosts. The Berkshires are to follow up next week, and then the bachelors and grass-widowers. The weather is all that can be wished for.

Major Colvin's term of office on the brigade staff having expired, we are to have in his place Captain T. Harris, who was here before. Many will be glad to see him back. The station, if he has not retired from the field, will have in him one of the finest cricketers of the Presidency.

We have heard nothing of the Bombay Parsees lately, and do not know what has become of their challenge to the "All England Eleven." Has it turned out "all moonshine?" They showed up in Kurrachee once, and if they have not marvellously improved, their intended trip to England is by no means a wise resolve.

The Sonmiani transport service in connection with the Afghan war is almost closed. Mr. Ingle, the Huzur Deputy Collector, deputed there to purchase camels, is back sick. Should he return to Sonmiani it will be for a few days to wind up and sell off, if it has not been decided to present the old Jam with the whole of the surplus stores. If rewards are to follow for services rendered in supplying camels, the natives engaged will not, it is to be hoped, be left out if we are to look for anything from them in future. There are numbers who rendered valuable assistance. Mr. Ingle, lacking as he did, knowledge of the country, could no more have got on without them than a ship at sea without mastheads.

We have had our English intelligence already by the s. s. Java which arrived here from Aden early yesterday. The same news via Bombay will not be in, I should think, much before 2 p.m. to-day. Here is abundant testimony that a mail service direct with Aden will be a boon.

THE VISIT OF H. H. MAHARAJA SINDIA TO INDORE.

(FROM A CORRESPONDENT.)

INDORE, Aug 14.

H. H. MAHARAJAH SINDIA arrived here from Khundwa on the 12th and will leave this for Ujjain in two or three days. His Highness has put up at the Residency. Due preparations were made by H. H. Holkar to receive his brother chief. Sir Kashi Rao Dada, K. C. S. I., went as far as Khundwa, while the elder Prince met His Highness at Mhow. The interview between Holkar and Sindia took place at the railway station at Indore. After a short time His Highness Sindia drove up to the Residency with General Sir H. D. Daly, K. C. B. In the evening Sindia paid a visit to Holkar in his palace in the city, and this morning, accompanied by Sir H. D. Daly, the two chiefs of Dewas and others, H. H. Sindia visited Holkar's cotton mills.

A Parsi theatrical company—the Empress Victoria—is enlivening the city of Indore with their operatic performances. H. H. Holkar himself invited the club to his palace, and was much pleased with the entertainment. Their rich dresses, the excellence of their singing and music, the rich scenic display, and the broad humour and mirth of their shorter pieces drew forth an audience in spite of the weather. H. H. Holkar has engaged them to four or five more performances, and the club is shortly to make its *debût* at Mhow under the patronage of General Forbes, commanding at Mhow.

The rainfall in Malwa has been satisfactory up to date.

THE RUMPA EXPEDITION.

A CORRESPONDENT writing from Rajahmundry mentions that Tamman Dora, the famous executioner, is up again, and that in cold blood he beheaded three men who he fancied were on friendly terms with the Moontahdar of Mutarmille. Their mere bodies were found. Every possible clue to capture this cowardly rebel is being adopted by the indefatigable Inspector General of Police. Colonel Cunliffe is in a state of hopeless despair about his party at Chodavaram, as there is hardly a single man who is not "done up." The Jeypore Police, who it was believed would weather it, are as bad as the others, for they are almost all fever-stricken, and none but those who are inured to the climate, as your correspondent is, will be able to see the end. Our monsoons have set in in right good earnest and the river is making tremendous swells.—*Madras Athenæum.*

CHOLERA AT ALLAHABAD.—The *Indian Mirror* says:—Several cases of cholera are reported as having occurred at Allahabad and in the neighbourhood. Among the poorer classes, where the disease is most prevalent, it is said to be caused by eating large quantities of cucumbers.

A LITTLE bit of independence on the Indus Valley State Railway has come to light. The other day the Assistant Traffic Superintendent stopped the train at a station and detained it, thinking the driver and guard could make up "lost time" on the further journey. The latter, however, was equal to the occasion and had the pluck to "book" the 25 minutes stoppage to the debit of the Assistant Traffic Superintendent in his report, thus—"Detained at Radhan 25 minutes, Mr. Allan having breakfast." Bravo good guard.—*Kurrachee Paper.*

FEVER AT CHINGLEPUT.—The Collector of Chingleput has reported to Government that a very severe outbreak of fever has occurred in the village of Kunnathoor, fourteen miles distant from the Sydapett Taluq, in the Chingleput District. There were 876 cases under treatment. Medical assistance and medicine were sadly required, and the Sub-Collector's dresser was immediately sent to the fever-stricken village. The Head Assistant Collector reports that the fever is malarious, and 23 people have recently died. A European Medical Officer has therefore been asked to be sent to Kunnathoor to investigate the abuse of the malady.

THE CALCUTTA TRAMWAYS.—A meeting of the Suburban Commissioners, or a committee thereof, was held on Saturday last to discuss the tramway arrangements with Mr. Souttar, who was about to leave for England. Mr. Wells was in the chair, and there were present also Mr. Sterndale, Vice-Chairman, and about eight other Commissioners. The various projects were discussed, and finally the committee arrived at certain general conclusions. It was resolved to recommend that the tramway be extended to Bhowanecpore, Garden Reach Road, and Balliaghatta. A concession is to be made to Messrs. Souttar and Co. for twenty-one years, and the other conditions are much the same as those sanctioned for the city tramways by the Municipal Commissioners of Calcutta. It is presumed that the whole system will be so arranged as to be mutually advantageous to the concessionaries, and convenient to the public.—*Indian Daily News.*

A CURIOUS CASE.—Captain Hogg, commander of the ship Cartvale, has been taken into custody at Calcutta, charged with having caused the death of a boatman. It appears that the accused went on board at a late hour last Monday night, and insisted on the chief officer turning out the crew for "muster." The men at first refused, having been hard at work all day, whereupon they were threatened with violence. They did, however, ultimately come forward, and a pantomime was gone through. About this time some coolies who were at work on a vessel alongside, were dismissed from their labour, and procured boats to bring them ashore. This occasioned some noise and irritated the accused, who pelted large pieces of coal promiscuously among the men. One of the boatmen was by this means unfortunately struck on the head and precipitated into the water. He has not been heard of since. The police *ferash* boats are on the look out for the body.

"I COMPLIMENT you for your *Syrup of Hypophosphate of Lime*. I employ it daily amongst adults or children who are attacked *with diseases of the lungs and liver*. It outries every other preparation of the day.—J. H. Lang, Medical Doctor, Lake Keilambete Zerang, Victoria.

BOMBAY.

THE band of H. M.'s Marine Battalion will play at the Gymkhana this evening (weather permitting).

A VAGRANT.—Thomas Murray, a European, was yesterday declared a vagrant by Mr. W. Webb, and was ordered to be sent to the Government workhouse.

SUICIDE.—A Coroner's inquest was held yesterday at the J. J. Hospital on view of the body of Oomer Veera, who died from the effects of opium which he had administered to himself. A verdict to that effect was recorded.

TRESPASS WITH INTENT TO COMMIT THEFT.—Khairaz Ludha was yesterday sentenced by Mr. W. Webb to two years' rigorous imprisonment on being convicted of lurking about the premises of Dyal Ruttonsey with intent to commit theft.

AN OLD OFFENDER.—Mahomed Ebram *alias* Mulloo Ebram was yesterday convicted by Mr. W. Webb of inducing Hajee Jacoob Hajee Dervish to part with money by attempting to put him in fear of injury. He was sentenced to eighteen months' rigorous imprisonment.

THEFT AT A POLICE STATION.—Khoma Bhati was yesterday convicted by Mr. W. Webb on two separate charges of housebreaking and theft of property belonging to Messrs. Coles and Collett, constables of police. He was sentenced to one year and nine months' rigorous imprisonment.

DEATH FROM SNAKE-BITE.—A Coroner's inquest was held on Sunday at 2nd Marine Lane on view of the body of Dhunjee Govind. Deceased, it appears, was bitten on one of his fingers on Friday evening last by a snake whilst plucking some leaves of a tree and died from the effects on the following Saturday evening. The verdict was "that the death of the deceased was caused by snake-bite."

THEFT AT MESSRS. BADHAM AND COMPANY'S PROPERTY.—A Chinaman, named Assa Akao, was yesterday charged before Mr. Nana Morojee with committing housebreaking by night and theft of property consisting of sundry articles of wearing apparel, &c., of the value of Rs. 119, belonging to Messrs. Badham and Co. The prisoner was remanded to jail, and the case postponed for hearing to the 27th instant pending further enquiries into the matter.

A DECREE ON AN ADJUSTED ACCOUNT.—At the High Court yesterday, a suit was called on before Mr. Justice Bayley, in which Rao Bahadur Becherdas Ambaidas claimed to recover Rs. 64,106 from Messrs. W. T. Roper, R. T. Price, and John Edwards, who traded in Bombay under the name and style of Edwards and Co. The money was due on an account adjusted on the 31st December, 1876. There was no appearance for the defendants. The court gave a decree for plaintiff for Rs. 64,106, with interest and costs. Mr. Farran, instructed by Messrs. Jefferson and Payne, appeared for the plaintiff, who was some time ago a member of the Bombay Legislative Council.

THE DEAD RETURNING AMONG THE LIVING.—We are informed that the man who represented that he escaped eleven years ago from a Tower of Silence at Gandevi, and who lately claimed kinship with certain Parsees residing at Mazgaon, Bombay, has turned out to be a rogue. A brother of the deceased Parsee came to Bombay from Gandevi a few days ago to interview the pretender. Immediately, however, after the first interview, the latter ran away from Bombay, being probably apprehensive that he should be made over into charge of the police. He appears to have been one Jeevun Bhicka, who lived in Gandevi as a wandering minstrel about the same time that the deceased Parsee lived there, and to whom he bore some slight resemblance.

HIGH COURT BUILDINGS.—So badly lighted the Criminal Court is that for some days past, when it rained heavily, Sir Charles Sargent and the counsel who appeared before him in the first division court had to work by candle light. This state of things had evidently got so unendurable to His Lordship that he yesterday abandoned the Criminal Court and sat in a room intended for the chambers judge, which is not used at present. The accommodation for the members of the Bar and for solicitors in this room is miserably insufficient, while there is no accommodation whatever for the Reporters of the Press. This state of affairs can hardly be said to be satisfactory in respect of a building which has cost seventeen lakhs of the public revenue. The fixtures in the High Court, which continue to be a source of annoyance to almost everybody, were expected to have been altered and improved during the vacation of the court in May last. Much of the inconvenience felt at present would have been remedied by the improvements. In reply, however, to an enquiry made by Government, the Chief Justice, we are credibly informed, observed that those improvements might be postponed until the October vacation; and the inconveniences must therefore be put up with until then.

GAMBLERS.—Yesterday, at the Girgaon Police Court, Chanbee, a Mahomedan woman, Abdul Rahmon and three others were charged by Mr. Inspector Gough before Mr. W. Webb, prisoner No. 1 with keeping a common gaming house at Duncan Road, and the rest, together with prisoner No. 1, with being found gaming therein with cards, dice and money. They were all adjudged guilty. Prisoner No. 1 was fined Rs. 10 and the rest Rs. 5 each.—Annajee Jairam and seven others were also charged yesterday before the same magistrate, at the instance of Mr. Inspector Brewin, with being found gaming with cards and money at a common gaming house at New Nagpada Road. They were also found guilty. One of the prisoners was fined Rs. 20, another Rs. 10, and the rest Rs. 5 each.

ALLEGED THEFT BY A EUROPEAN.—At the Fort Police Court yesterday, a European, named William Francis Cox, described as an engineer at present unemployed, was charged before Mr. Nana Morojee with theft of sundry articles of gold jewellery, gold watch, &c., of the value of Rs. 1,181, the property of Annette Swartz. The circumstances of the case are briefly these. It appears that the complainant was in the keeping of defendant who, on Saturday morning last, during her absence broke open a box containing the jewellery, and offered the same to a Marwari residing at Mazgaon to be pledged for a sum of Rs. 500. The Marwari became suspicious and communicated the matter to the police officer of that section, who knowing the antecedents of the defendant, took him into custody and confronted him with the complainant who had already given information of the theft. The case stands postponed for hearing to the 25th instant.

DACOITY NEAR POONA.—A dacoity took place at the village of Douza, at the foot of Singhur Hill, on Thursday last. It is said that no fewer than one hundred and fifty dacoits swarmed into the village, looting whatever they could get hold of. They succeeded in carrying off eleven hundred rupees. This shows that dacoity is not dead in the Deccan.—*Deccan Herald.*

BADMINTON AND LAWN TENNIS AT POONA.—Mr. Selby, R. E., and Mrs. Burrows have carried off the prize in the ladies' badminton tournament; Mr. Hart that in the single game, after a close contest with both Mr. Selby and Major Mant, Royal Engineers. A new ladies' tournament at badminton is on the *tapis*. The incessant rain has prevented any further progress with the Indian lawn tennis tournament, but at present Messrs. Hart and Keyser stand to win, if not beaten before the end of the month. The English lawn tennis ties have not yet commenced. Entries for the challenge cups come in very slowly. It is believed that Messrs. Hart and Green will play for Poona at badminton, and Messrs. Hart and Campbell at lawn tennis. The Royal Engineers are to be represented by Messrs. Selby, Barnett and Mant in the games.—*Id.*

THE GREAT INDIAN PENINSULA RAILWAY.—The increase in goods traffic on the G. I. P. Railway for the week ending 9th August, 1879, was 54,102 maunds, and in money Rs. 38,727. The quantities carried and the earnings compare with 1878 as follows:—

Description.	Week ending 9th Aug 1879.	Week ending 10th Aug 1878.	Increase.	Decrease.
COTTON—				
Weight	Mds 7,233	Mds 11,469	..	Mds 4,236
Amount	Rs. 9,104	Rs. 11,885	...	Rs. 2,781
WHEAT—				
Weight	Mds 37,794	Mds 14,030	Mds 23,764	...
Amount	Rs. 22,959	Rs. 7,122	Rs. 15,837	...
OTHER FOOD GRAIN—				
Weight	Mds 1,13,576	Mds 1,09,329	...	...
Amount	Rs. 63,984	Rs. 64,847	...	...
LINSEED—				
Weight	Mds 1,091	.. }		...
Amount	Rs. 682	.. }	...	..
TEELSEED—				
Weight	Mds 652	... } *	Mds 7,947	..
Amount	Rs. 424	.. }	Rs. 1,561	...
OTHER SEEDS				
Weight	Mds 1,957	... }	...	...
Amount	Rs. 1,318	.. }	...	..
SUGAR AND JAGREE—		†		
Weight	Mds 3,014	...	..	...
Amount	Rs. 2,274	..	..	..
SALT—				
Weight	Mds 7,628	Mds 3,920	Mds 3,708	..
Amount	Rs. 4,221	Rs. 1,616	Rs. 2,605	...
OPIUM—				
Weight	Mds 2,809	Mds. 385	Mds 2,424	..
Amount	Rs. 10,180	Rs. 1,442	Rs. 8,738	..
P. GOODS AND TWIST—				
Weight	Mds 7,339	Mds. 6,130	Mds 1,209	..
Amount	Rs. 10,434	Rs. 9,119	Rs. 1,315	..
GENERAL GOODS—				
Weight	Mds 98,518	Mds 82,246	Mds 19,286	...
Amount	Rs. 57,384	Rs. 43,206	Rs. 11,452	..
TOTAL—				
Weight	Mds 2,81,611	Mds 2,27,509	Mds 54,102	...
Amount	Rs. 1,82,964	Rs. 1,44,237	Rs. 38,727	..

* Included last year in "Grain and Seed."
† „ „ „ "General Goods."

THE VOLUNTEER SPORTS.

THE entries for these sports are being kept open for a day or two longer. Those who wish to compete, and have not sent in their names, should do so at once. There are already entries, particularly for one or two favourite events.

THE POONA RIFLE CLUB.

THE following are the scores made in the shooting for the Club Championship for 1879:—

	200 yds.	500 yds.	800 yds.	Total.
Col. Laughton, Revenue Survey	30	34	28	92
Mr. Dorabjee Pudumjee	30	29	29	88
Serjt. S. G. Brebner, B. V. R. C.	31	28	22	81
Lieut. G. Peaker, B. V. R. C.	28	27	25	80
Lieut. Adam Smith, B. V. R. C.	33	25	20	78
Captain Tyndall	30	31	9	70
Lce. Corpl. Macdonald, B. V. R. C.	27	19	20	66
Sergt. E. M. Winders, B. V. R. C.	20	retired.		
				79·28

BY administering *Dusart's Syrup of Lactophosphate of Lime* to wet nurses whose altered milk had occasioned *serius and green diarrhœa* to their *nurslings*, we have witnessed the disappearance of that disease and the complete recovery of the little patients.—Dolbeau and Paquet, Medical Doctors of Paris Hospital.

IMPORTANT DECISION IN A SHIPPING CASE.

VISRAM EBRAM AND CO. *vs.* CAPTAIN R. RAMSAY OF THE MARINA.

AT the Small Causes Court on Wednesday last, Mr. Spencer, acting Chief Judge, gave the following judgment in the case:—

The plaintiffs in this case sue the defendant for loss of freight on 126 tons of cargo of sugar which, it is alleged, the defendant refused to receive on board his vessel the Marina, in breach of the terms of a charter party entered into by him with plaintiffs on the 20th of November, 1878. By this instrument the plaintiffs agreed to charter the steamer Marina for the voyage from Bombay to Mauritius and back, for a lump sum of Rs. 20,000, and the charter party contains this stipulation. "Steamer guaranteeing to carry not less than 1,530 tons nett dead weight, *i. e.*, sugar from Mauritius at 20 cents per ton." It is alleged by the plaintiffs that their agents at Mauritius were ready and willing to ship the full quantity of sugar which the vessel was warranted to carry, but that the defendant refused to receive the same. The first question, therefore, which the court is called upon to decide is, were the plaintiffs ready and willing to ship, and did the defendant refuse to receive the sugar? The evidence on this point is partly documentary and partly oral. A portion of the oral evidence was taken at Mauritius under a commission issued from this court. I will in the first place, deal with the documentary evidence. The first letter, in point of time, appears to be one written by defendant to the plaintiffs' agents at Mauritius on the 14th of January. It is as follows:—"I am quite willing to take in all your sugar as per charter party, but the surveyor for sugar cargo was alongside to-day and informed me that the ship is quite deep enough with the quantity of cargo on board with all coals and tackle complete for the voyage, and sufficient for the ship at this season. I am prepared to fulfil my contract with you provided there will be no drawback against the ship." On the same day the plaintiffs' agents served a judicial notice on the defendant charging him with a breach of his agreement in not taking on board the stipulated cargo, and stating that they would hold him responsible for any damages they might sustain in consequence. To this the defendant replied by a notice, dated the 15th of January, expressing his willingness to take on board the balance of cargo, denying that he had ever refused to do so, but on the contrary asserting that he had often requested the agents to send cargo which they had failed to do, and alleging, as the reason for this failure, a "difficulty which you (the agents) are experiencing with the insurance company, with which difficulty the defendant has nothing to do." On the same day the plaintiffs' agents sent another notice to the defendant, in which they refer to his first letter of the 14th January, and state that in consequence of the declaration therein made that the surveyor had informed him that the ship was then quite deep enough to make the passage at that season of the year; they had declined, and still declined, to send any more sugar or other cargo on board; that the captain might proceed to sea at once, and they would hold him responsible for all loss they had sustained. On the 17th January, the defendant replied to the notice, protesting against the construction put on his letter, denying that he had even refused to take on board his ship any more sugar from plaintiffs, alleging that the default was on their part, and stating that, in accordance with the notice, he would proceed to sea, which he did on the 18th January. This is all the documentary evidence. I will now read the oral testimony on the same point. The most important is that of Leon Dupavillan, shipping clerk to the Mauritius Dock Company. (His Honor here read the evidence of this witness.) If the evidence of this witness is to be relied upon; and I not only see no reason for disbelieving it, but am of opinion that it is strongly corroborated by the documentary evidence in this case. There was an absolute refusal on the 13th and 14th January by the captain, or those on board the vessel, to receive any more sugar. Mr. Craigie contended that this was inconsistent with the notice sent to the defendant by the plaintiff's agent at Mauritius on the 15th January, declining to send any more cargo. I do not think this notice is inconsistent with the fact that there was a refusal to receive any more sugar on the 13th and 14th January. The captain, who was examined *de bene esse* on the 15th of March last, in his examination in chief, says:—"I was always willing to take in the full amount of cargo. I never objected to take in any. No sugar was ever sent alongside which I refused to take in." On his cross-examination, however, he admits that some barges did come alongside laden with sugar, which returned to the shore unloaded. (Reads evidence). The question arises why were these barges returned with their cargo. The captain says he does not think his mate stopped shipping sugar. The evidence of the shipping clerk is clear and positive that, both on the 13th and 14th January, those on board the steamer refused to take in any more sugar in consequence of the orders given by Lloyd's Surveyor. The evidence of the shipping clerk, to my mind, is strongly corroborated by the letter written by the captain on the 14th of January. It is the captain who first brings to the notice of the charterers the decision of the surveyor that the ship was sufficiently deeply laden, and although he professes his willingness to take in all the plaintiffs' sugar "as per charter party" and "to fulfill his contract," it is qualified by this important reservation, "provided there be no drawback against the ship," and in his evidence he explains what he means by this proviso: he says, "I meant by this, provided the shipper would not come down on me afterwards if any sugar were spoiled by reason of my taking more in." In other words, he was willing to take in the sugar, although by so doing he would, as I shall presently show, have gone to sea in an unseaworthy state, provided the shippers became their own insurers against either a total loss or damage caused by overloading.

On the whole of the evidence the conclusion at which I have arrived is, that on the 13th and 14th January, the captain did refuse to take in any more sugar. That after that date the plaintiffs declined to send any more sugar alongside, and that if they had done so and it had been taken on board (which appears to me to be very doubtful, for reasons which I shall hereafter state) it would have been on terms which they were not bound to accept, viz. taking the risk of loss upon themselves. On the evidence, as I have already said, I have arrived at the conclusion that the captain did refuse to receive any more sugar cargo, but it appears to me immaterial whether he refused or not. If, as a matter of fact, the vessel could not have put to sea with 1,530 tons of dead weight of sugar, without being in an unseaworthy state, there has been a breach of warranty as to her carrying capacity, and the defendant is liable. The charter party itself contains an undertaking that the vessel is "tight, staunch, and strong, and every way fitted for the voyage." Independently of this undertaking, I am of opinion that a shipowner who accepts goods which he is to deliver in good condition, impliedly contracts to perform the voyage in a ship which is seaworthy. On this point I will quote the language of Lord Blackburn, a great authority on mercantile law, in Steel *vs.* State Line Steamship Company, L. R., App. cases, vol. 3, p. 86. He says, "I take it to be quite clear both in England and in Scotland, that where there is a contract to carry goods in a ship, whether that contract is in the shape of a bill of lading or any other form, there is a duty on the part of the person who furnishes or supplies that ship, or that ship's room, unless something be stipulated which should prevent it, that the ship shall be fit for its purpose. That is generally expressed by saying that it shall be seaworthy; and I think also in marine contracts, contracts for sea carriage, that is what is properly called a 'warranty,' not merely that they should do their best to make the ship fit but that the ship should really be fit. I think it is impossible to read the opinion of Lord Tenterden as early as the first edition of Abbott on shipping, at the very beginning of this century, of Lord Ellenborough following him, and of Baron Parke, also, in the case of Gibson *vs.* Small, without seeing these three great masters of marine law all concurred in that, and their opinions are spread over a period of about forty or fifty years. I think, therefore, that it may be fairly said that it is clear that there is such a warranty or such an obligation in the case of a contract to carry on board ship." I am of opinion that when the defendant guaranteed to carry 1,530 dead weight of sugar, he guaranteed to do so with his vessel in a seaworthy state, fit to undertake the ordinary risks of the voyage, and on the understanding that the charterer would be in a position to effect insurance on his goods. The question then presents itself, has this vessel the capacity to carry 1,530 tons of dead weight and proceed to sea in a seaworthy condition? On the evidence of Captain Cowin, the Marine Surveyor at Mauritius, I am clearly of opinion she was not. His evidence is as follows:—(Reads evidence.) The defendant in his evidence, given on the 15th of March, says the surveyor gave him to understand that he was speaking with regard to the sugar only not the ship. He says:—"I understood him to mean that if more sugar was put on board some might get spoiled, not that there would be danger to the ship." That such was not the meaning of the surveyor is clear from his evidence, for nothing can be plainer than his words, "I consider that it would not have been safe to load her any more, and that she was as deep as she ever ought to be to encounter bad weather." Mr. Craigie argued that it was not shown that all the insurance offices at Mauritius would have declined to have accepted a risk on this vessel had she been more deeply laden, and that it was the duty of the plaintiff to have applied to other offices; and further that the unsupported testimony of the surveyor, Captain Cowin, was not sufficient to establish the fact that she could not safely carry more, and in proof of the carrying capacity of the vessel he referred to the statement of the defendant that on a former voyage he had carried 1,600 tons of rice (dead weight) from Rangoon. As to the first point, I have only to observe that the defendant has not shown, as he might have done, that other offices would have accepted the risk, and further though formal policies of insurance are not prepared until some time after the goods are shipped, the contract of insurance is entered into before, and the risk generally attaches from the time the goods are placed in the lighter, and that it would be extremely inconvenient, if not impossible, for the plaintiffs after having entered into arrangements with the offices with which Captain Cowin was connected to have transferred the risk to other offices. Then as to the value of Captain Cowin's opinion, this gentleman is the surveyor of Lloyd's and of the Vice Admiralty Court at Mauritius. I presume from this that he is the principal marine surveyor at that port, and he states in his evidence that he [illegible] several insurance companies. If the [illegible] ed the correctness of Captain Cowin's [illegible] duty to have [illegible] surveyor. [illegible] to me that [illegible] which I have [illegible] "provided [illegible] he meant that [illegible] down on me [illegible] reason of my [illegible] he say[illegible] charter part[illegible] none of it ab[illegible] from these [illegible] satisfied th[illegible] exposing the [illegible] defendant's [illegible] be correct, [illegible] case I have [illegible] such a mann[illegible] the ordina[illegible] the felt [illegible] it was lastly [illegible] tiffs by shipping other goods than sugar had, by terms of the charter party, deprived themselves of right of suing on the warranty. The words of the charter party are "steamer guaranteeing to carry not less than 1,530 tons nett dead weight, *i. e.*, sugar from Mauritius," and in the margin there is this clause, "If the cargo does not consist of sugar in bags entirely, weight guaranteed." In addition to the sugar [illegible] there were shipped on board the Marina [illegible] cocoanuts, 20 cases of lemonade (five for the use of [illegible] passengers on the voyage and fifteen for the plaintiffs' consumption in Bombay), and a carriage belonging to a passenger. Mr. Craigie argued that it was immaterial what was the quantity of other goods put on board, if any other description of cargo but sugar were shipped, however small the quantity might be. The defendant, he contended, was by the marginal clause absolved from his warranty. This clause must be construed reasonably, and the construction I put upon it is that if a mixed cargo of dead weight of sugar, and measurement goods were put on board, inasmuch as it would be difficult, if not impossible to ascertain what proportion the latter bore to the former, the guarantee would in such an event not apply. The goods I have spoken of were not measured or weighed. The estimate of their tonnage which I have before me is mere guess work. The captain estimates the whole at about [illegible] tons, which he makes up as follows. He says there were 28 cases of lemonade (he is mistaken, there were only 20) larger than a three or four dozen brandy case; these he estimates at 15 tons, and the carriage at 3 or [illegible] tons; these are light goods. The cocoanuts he considers heavy cargo, and his estimate would thus leave 10 or [illegible] tons as the weight of the 290 cocoanuts or between [illegible] and 80 lbs. each cocoanut ! Now, making every allowance for the difference in size between Bombay and Mauritius cocoanuts, this is a manifest absurdity. I think the plaintiffs' estimate that the cocoanuts weighed from 3 to 4 tons is more correct. On the evidence I am of opinion that fifteen tons would be an ample allowance to make for the whole of these goods, and that it would be unreasonable, *under any circumstances*, to hold that the shipment of so small a quantity of goods other than sugar, absolved the defendant from liability under his warranty. But according to the evidence of the captain himself, the cocoanuts only were shipped on the 13th of January, the cases and carriage not until the 15th, after his refusal to receive sugar. This defence, therefore, is not available to him. To sum up, I find, 1st, that the defendant did on the 13th and 14th of January refuse to receive any more sugar from plaintiffs. 2nd. That the vessel was not capable of carrying 1,530 tons nett dead weight of sugar in a seaworthy state, and that consequently there was a breach of warranty. 3rd. That the plaintiffs have not done anything to absolve the defendant from his liability under his warranty. The loss of freight on 126 tons is stated to be Rs. 1,486. The defendant is entitled to a deduction on account of the other goods shipped. I have estimated those at 15 tons, but even if I were to allow the defendant credit according to his estimate for 30 tons, there would still be due to the plaintiffs a sum in excess of Rs. 1,000, for that sum there will therefore be a verdict for plaintiffs. Advocates costs certified, Rs. 51.

BOMBAY BRANCH, ROYAL ASIATIC SOCIETY.

THE monthly meeting of the Society was held in the Library on Saturday, the 19th July. Present:—Rao Saheb V. N. Mandlik, C. S. I., Vice-President, in the chair; Lieut.-Col. J. H. White, R.E.; Dr. Atmaram Pandurang; K. R. Kama, Esq.; F. Mathew, Esq.; C. R. Rev. D. Mackichan, M.A.; Byramjee Nusserwanjee Servai, Esq.; Anandrao Bhaskerjee, Esq.; Pundit Bhagwanlal Indraji; Dr. J. Gerson da Cunha; C. E. Crawley, Esq.; and A. N. Pearson, Esq.

The minutes of the last meeting were read, and confirmed.

The following gentlemen were ballotted for and duly elected members:—Captain Tandy, 8th Regt. N.I.; Sayad Hassan Bilgrami, Esq., B. A. (of Hyderabad, Deccan); J. Y. Lang, Esq.; Surgeon A. H. Anthonisz, Secretary to Surgeon-General B. F.

Dr. J. Gerson da Cunha then read a paper entitled "Contributions to the Study of Indo-Portuguese Numismatics," of which the following is an abstract:—This was the first paper of a series to be continued at successive meetings. The author began by giving a short historical sketch of the Portuguese coinage in India, which the author believed to be a difficult one from the absolute want of examples and types of certain periods, their place being substituted by written documents. Then there were coins bearing improper effigies and legends, which had no connection whatever with the reigning monarchs of the time. Some coins with crowned and profile busts of kings were issued long after they had ceased to live. These were chronological difficulties. Then there were others, such as the intrinsical variations in types and in the standard of money by the officers of the mint, of which there were five—viz., Goa, Diu, Cochin, Ceylon, and Malacca,—for a more or less fixed period. Then most of the ancient coins had been returned to the crucible, and thus those of the sixteenth and seventeenth centuries were not only extremely rare, but even the written documents relating to them were very deficient. Dr. da Cunha then described how money was first minted by the Portuguese at Goa in 1510, or about 370 years ago; how Timoja, a Hindu pirate of Honore (Honawar), had induced Alfonso d'Albuquerque to conquer Goa, and then begged him to grant a permission for coining some money, and to raise the price of gold and silver in order to prevent their exportation; how the Governor, after calling a meeting of captains, had given order for the coinage of money; and how on the 12th of March, 1510, he had inaugurated the new currency by reading a proclamation amidst a large assembly of natives and Europeans in a large hall of Sabaio's palace, and by sending persons all round the city with the royal flag, sounding trumpets, beating kettle-drums, and scattering handfuls of the new money over the heads of the crowds, which were naturally very great. Dr. da Cunha then described at length the coins struck by d'Albuquerque, such as his gold *manues*, on which was stamped a cross of the Order of Christ, resembling in shape the heraldic *cross pattée* on the obverse, and a sphere—the device of the King Don Manuel—on the reverse; the silver *esperas*; and the copper *leaes*, in imitation of the *leaes* struck by the King Don Diniz, which word is not a corruption or adaptation, as some writers suppose, of the word *reaes*, to Indian mouths. Having, then, cursorily glanced at the succeeding periods of numismatic history of Portuguese India, Dr. da Cunha confined this first paper of the series to the history and description of one set of coins, of the metal called *Tutenag*, sometime named Chinese silver, the *packfong* of the East Indies, which is stated to be an alloy of zinc and copper, although the coins minted at Goa contained variable proportions of tin and lead. The earliest notice of these coins is found in a written document, dated the 20th March, 1615. The smallest of them was called the *roda*, or 'wheel,' from bearing on the obverse a representation of the wheel of St. Catherine, the patroness of Goa, on account of that city having been reconquered by d'Albuquerque on her day, the 25th of November. This wheel was for the same reason a conspicuous emblem in the arms of the senate or municipality of the city of Goa. On the reverse it bore the royal arms. The later coinage of this metal had stamped on the one side the cross of the Order of Christ with the date, and the royal arms on the other.

The reading of the paper was illustrated with rare specimens from the author's private collection.

On the proposition of F. Mathew, Esq., seconded by K. R. Kama, Esq., a vote of thanks was passed to Dr. da Cunha for his interesting paper.

Several books and pamphlets presented to the Society were placed on the table and thanks voted to the donors.

THE PLAGUE OF RATS.

THE following interesting paper on the Rat Plague in the Eastern Deccan by the Rev. Dr. Fairbank has been submitted to the Sanitary Commissioner, who has been requested to convey to the Rev. doctor the thanks of the government for "so interesting and valuable a contribution":—

The present scarcity of food in the Sholapur Collectorate is principally due to the ravages of rats and mice. They appeared in countless numbers in the districts they have devastated, during the last cold season (January to March 1879), and ate up the grain before it was sufficiently ripened to be harvested. Many fields were entirely stripped, and of others, only a small portion of the crop was saved by hurriedly gathering the ears of grain, while it was still in the milk.

This plague was not confined to the Sholapur Districts, but was also severe in the Parner, Shrigonda and Karjat talukas of the Ahmednagar Collectorate; and it extends far to the east and south. The full extent of their ravages has not yet been ascertained.

It is to be hoped that means may be found for exterminating these pests, or at least for reducing their numbers to a minimum, that will allow of cultivating the land with good hope of gathering harvest. As helpful to the devising of means for their destruction, it is proposed in this paper to describe the rats and mice that are known to inhabit this part of the Deccan, to sketch their habits, and to note anything known about them which may prove useful in abating the plague. Those species which have this year proved most destructive, will be described with more detail and particularity.

While collecting such species of rats and mice as live near Ahmednagar for W. T. Blanford, Esq., who is now the highest authority on the mammals of India, I studied the species I was able to collect, and took notes, which I have with me. These notes, with Dr. Jerdon's "Mammals of India," which I have used freely, are all the helps I have at hand for preparing this paper. I am sorry that I have not with me the papers published by Mr. Blanford on some of the spiny mice. I hope that the imperfections of the paper will be remedied by the comments of other observers.

These rats and mice are all included in the sub-family Murinæ; but they belong to several groups, which will be characterized as we proceed.

The First Group is that of the Jerboa Rats. They are between the Kangaroo, like jerboas, and the true rats. Their fore-legs are small, while their hind legs are powerful, and they are very agile and capable of surprising jumps. They have long and somewhat pointed heads, large eyes, and long tails, with tufts of hairs at their tips.

The Indian Jerboa Rat (Gerbillius indicus) had this year proved the most widely destructive of all these rodents, and has doubtless destroyed more grain than all the other kinds together. It is well called, by the Marathas, the Haran-undir, i.e., the antelope-rat; for its colours are like those of the female antelope; its ears are prominent; and its eyes are large and gazelle-like. It is fawn-coloured above and white below. It has long black whiskers, and a tuft of black or blackish hairs at the end of its tail. Its head and body are about 7 inches long and its tail is more than 8 inches long. Its fore-foot is half an inch, and its hind foot, two inches long. It weighs from 6 to 7 ounces. It burrows among the roots of bushes, or in the open ground, and forms long galleries. These have branches, that end in chambers, which are several inches wide, and are carpeted with dried grass. They do not usually hoard their food, which consists of grain and roots, especially of the sweet roots of harayali grass (Cynodon dactylon) which it easily digs out of the ground.

The female brings forth a large litter of young ones, usually numbering 8 to 12; and Dr. Jerdon says, "occasionally it is said, as many as 16 or 20." This remarkable fecundity will help to account for their astonishing increase during this last year.

Those who wish to see these pretty antelope-rats, should note a place where there are many fresh rat holes and there quietly approach the spot in the dusk of evening. They will soon see them leaping about, and will recognize them by their fine large eyes.

These jerboa rats have the credit, this year, of climbing jowari stalks and cutting off the ears. But it is probable that the metade, spiny mice, are the more frequent [illegible]ders in this mode of destruction.

The Second Group contains the Mole Rats. They are characterized by their bluff head, large incisor teeth, and [illegible], nearly naked tail. They are called Kokr or Kok [illegible] the Wadaris, but are known as Kala-undir by the general name, undir, which is applied by the Marathas to all [illegible] and mice.

[illegible] Indian Mole Rat (Nesokia indica) would be regarded [illegible] the common brown rat (mus decumanus) by a casual observer. But it has a shorter body and a shorter [illegible] though it is stouter and heavier. It grunts like the [illegible] when pursued. Its colour is similar to that of [illegible] common brown rat, but there are fawn-coloured [illegible] with the fur, and it is lighter below. [illegible]

LATEST INTELLIGENCE.

(FROM OUR OWN CORRESPONDENT.)

LATEST FROM KURRACHEE.

KURRACHEE, AUG. 18.

The story regarding Davis, of the steamer Maddock, who, having got drunk, disappeared, and whose body was found floating in the Indus and was buried like a dog, is by no means exaggerated. The *Beacon* attempts to contradict it without knowing anything about the matter.

A telegram from Jacobabad states that Captain Baugh, of the 30th Native Infantry Regiment, committed suicide on the 14th. He is reported to have shot himself with his revolver.

The Chowdry of the Jacobabad bazar is charged with receiving bribes to the extent of nearly Rs. 20,000.

[REUTER'S TELEGRAMS.]

(*By Red Sea Cable.*)

AFFAIRS IN RUSSIA.

LONDON, AUG. 18.

Advices from St. Petersburg state that a great seizure of gunpowder and other explosives has been made there.

THE GREEK QUESTION.

LONDON, AUG. 18.

Safvet Pasha has been appointed a third Commissioner in the settlement of the Greek Frontier Question.

RESIGNATION OF THE EGYPTIAN MINISTRY.

ALEXANDRIA, AUG. 18.

The Egyptian Ministry has resigned and a new Ministry under the Presidency of the Khedive (Prince Tewfik) has been formed.

STEAMER MOVEMENT.

SUEZ, AUG. 16.

The B. I. S. N. Company's steamer El-Dorado, outward bound for Calcutta, Madras, and Colombo, left here to-day.

LONDON, AUG. 16.

The Liverpool Cotton Market to-day closed with a hardening tendency. Surats firm.

Fair Dhollera	5 3-16d.
3 per cent. Consols for account	97½
5 per cent. French Rentes, 1872	116¾
Bar Silver	51¾

STEAMER REPORT.

GALLE, AUG. 18, 9-3 A.M.

French mail steamer Amazone from China arrived.

RATE OF EXCHANGE IN LONDON

Bank Bills, on demand		1s. 7⅞ to 15-16d.	per Re
Do.	6 months' sight	1s. 8⅛d.	"
Credits,	3 " "	1s. 8 3-32d.	"
Documents,	3 " "	1s. 8 5-32d.	"
France	3 " "	2·12¼	"

THE WEATHER.

RAINFALL IN BOMBAY.

Aug.	Colaba. In. cnt.	Fort. In. cnt.	Byculla. In. cnt.
Total previously registered	45 91	54 90	57 33
17 Sunday	0 59	.....	.....
18 Monday	......	0 90	0 28
Total	46 50	55 80	57 61
Fall up to 18th Aug. 1878	83 48	91 65	90 33
Do. to 18th Aug. 1877	49 0	38 72	45 26

NOTE.—The returns from the Fort and Byculla are made up to 6 p.m. each day. The return from Colaba is up to midnight.

WEATHER REPORT BY TELEGRAPH.—AUG. 18.

CANNANORE, 4-45 p.m.—Weather rainy; wind N. W. Fall of rain 66 cents.

KARWAR, 5 p.m.—Weather wet; wind S. W. 5 to 6; thermometer 75·2; barometer 29·892. Fall of rain 3 inches and 82 cents.

MANGALORE, (17th) 4 p.m.—Weather rainy; wind S. W.N.W. Fall of rain 40 cents.

TUTICORIN, 3-45 p.m.—Weather fine; thermometer 88; barometer 29·84.

VINGORLA, 5 p.m.—Weather rainy; wind S.W. light; thermometer 79. Fall of rain 1 inch and 39 cents.

RAINFALL ON THE G. I. P. R. LINE.

FOR WEEK ENDING FRIDAY, 15TH AUGUST.

We have been favoured with the following records of rainfall on the districts intersected by the G. I. P. Railway, by Mr. G. Barnett:—

Stations.	Quantity registered up to week ending Friday, 15th Aug. 1879. Inches.	Cents.	Quantity fallen up to 6 P.M. on week ending Friday, 15th Aug. 1879. Inches.	Cents.	Total. Inches.	Cts.
Lanoli	93	73	24	7	117	80
Dhond	9	57	1	37	10	94
Nasik	19	69	2	30	22	99
Julgaon	24	95	1	76	26	71
Sheagaon	16	42	2	69	19	11
Wurdah	2	21	0	0	2	21
Sholapur	33	60	1	75	35	35
Jabalpur	28	8	7	20	35	28

RAINFALL ON THE GUJARAT LINE.

We have been favoured with the following records of rainfall on the districts intersected by the B. B. and C. I. Railway, by Mr. Mathew:—

PANJU.	In. Cts.	VAITARNA.	In. Cts.
Previously registered	54 68	Previously registered	51 38
August 12	0 23	August 12	0 53
" 13	0 21	" 13	0 49
" 14	5 70	" 14	2 3
" 15	2 21	" 15	2 35
Total	63 2	Total	56 78

PALGHAR.	In. Cts.	GHOLVAD.	In. Cts.
Previously registered	54 65	Previously registered	43 94
August 12	0 13	August 12	0 6
" 13	0 35	" 13	0 23
" 14	1 45	" 14	1 59
" 15	1 87	" 15	3 20
Total	58 45	Total	49 2

BULSAR.	In. Cts.	SURAT.	In. Cts.
Previously registered	37 92	Previously registered	25 87
August 12	0 15	August 12	0 4
" 13	0 95	" 13	0 35
" 14	1 25	" 14	0 42
" 15	3 25	" 15	0 27
Total	43 52	Total	26 95

DABHOL.	In. Cts.
Previously registered	26 5
August 10	0 34
" 11	0 0
" 12	0 15
" 13	0 34
" 14	1 37
" 15	0 11
Total	28 36

BOMBAY PRESIDENCY WEATHER REPORT

FOR WEEK ENDED AUGUST 13.

(As taken at 10 A. M.)

Station.	Barometer. Reduced to 32° and to Sea-level.	Change since yesterday.	Thermometer in Shade. Dry bulb.	Change since yesterday.	Wet bulb.	Humidity. Percentage of saturation.	Change since yesterday.	Wind. Direction.	Velocity in miles per hour for preceding 24 hours.	Amount of cloud 0 to 10.	Rainfall in past 24 hours.
Jacobabad	29·557	+049	92·3	−2·0	81·6	62	+ 5	S	3	9	...
Kurrachee	..	..	..	..	..	..	..	..	..	..	...
Deesa	29·703	+052	78·7	+1·0	76·2	89	− 2	S W	10	10	0·07
Rajkot	29·683	+056	82·6	+1·0	77·1	77	+ 2	W S W	16	10	0·22
Surat	29 709	+044	80·1	−1·5	77·0	87	0	S W	?	10	0·10
Bombay	29·796	+045	78·0	−3·5	76·0	91	+ 4	W S W	20	10	0·06
Goa*	29·86	+024	80·0	+0·5	78·0	91	0	W	8	9	0·63
Akola	29 725	+063	81·2	+2·5	75·1	71	− 9	W S W	6	10	0·28
Belgaum	29·851	+027	70 4	−0·5	68·6	92	+ 5	W	13	10	8·90

WEATHER REMARKS.

Jacobabad—Dark gloomy weather.
Deesa—Overcast; passing showers during day.
Rajkot—Heavy rain; passing showers during day.
Surat—Overcast with rain; moist and muggy.
Bombay—Overcast with rain; passing showers during day.
Goa*—Hot wind.
Akola—Overcast; fine weather with passing clouds.
Belgaum—Overcast with rain; moist and muggy.
* Not corrected to Calcutta standard.

CROP AND WEATHER REPORT OF THE N.-W PROVINCES AND OUDH

FOR THE WEEK ENDING AUGUST 13TH.

Benares, 12th August.—Rainfall during week forty-one tenths at Benares, sixty-nine at Chandauli, and forty-two at Gangapur.

Allahabad, 12th August.—Average fall of week twenty-eight tenths, fairly distributed. Since 1st June two hundred and six tenths.

Jhansi, 14th August.—Fifty-four tenths rain since last Tuesday. Sowing for kharif almost completed.

Agra, 12th August.—Average rain during week fifty-three tenths.

Meerut, 13th August.—Meerut thirteen, Mowana eighteen, Baghpat twenty-nine, and Ghaziabad thirty-eight tenths.

Bareilly, 13th August.—Average rainfall of week one hundred and eleven tenths. Clear weather much wanted.

Kumaon, 11th August.—Heavy rain with partial sunshine during past week. A break much wanted.

Lucknow, 13th August.—Rainfall nine tenths.

Sitapur, 13th August.—Fifteen tenths rain.

Fyzabad, 13th August.—Thirty-five tenths rain in week.

Partabgarh, 11th August.—Rain at Sudder forty-eight, Kunda thirty-two, and Patti thirty-three tenths.

METEOROLOGICAL OBSERVATIONS.

GOVERNMENT OBSERVATORY, COLABA.

BOMBAY, 17th August 1879.

Means of observations taken at 6 a.m., 10 a.m., 2 a.m., 4 p.m. and 10 p.m.

Barometer corrected 32 deg. Fah	29·715
Temperature of the Air	78·4
Wet Bulb Thermometer	76·3
Dew Point	75·6
Relative humidity of Air	·911
Extent of cloudy sky (the whole sky clouded =8)	8·0
Maximum temperature of air (read at 6 p.m.)	83·4
Minimum do. do. (read at 10 a.m.)	76·9
General Direction of Wind	WSW, SW, W, WSW.
Movement of wind in 24 hours } From midnight	376
Fall of Rain } to midnight.	0·59
Total fall during the month	13·47
" " year	46·50
Additional fall of rain up to 10 a.m. of 18th Aug.	0·60

INCORPORATED in the report of the meeting of the Bombay Port Trust, we publish this morning all the official correspondence and documents referring to the late accident to the pilot boat Fairy, whereby two lascars lost their lives, and three pilots had a very narrow escape from meeting the same fate. The correspondence is necessarily voluminous; but it is to the point, and shows that, notwithstanding the published statement of one of the pilots to the opposite effect, the three men who left the Apollo Pier on the morning of the 6th instant in the Master Attendant's boat, did so of their own choice and their own risk, one of the schooners, as they all knew, being at their service. The senior pilot (Avent) who was in charge of the party, is to be censured for the recklessness which he so unnecessarily displayed; and although he may have gone out in the pilot boat through sheer bravado, still he ought to remember, that especially when he has the lives of other men in his charge, "discretion is the wiser part of valour." We quite agree with the remarks of Captain Morland that it is for acts such as those which were that morning performed by Messrs. Brown and Piper that the "honourable distinction of the Royal Humane Society's medal is conferred," and we have no doubt that the result will be that the silver medal of that Society will yet adorn the breast of each of them. It would form a very suitable recognition of the gallant conduct displayed by them in risking their lives in the endeavour to save those of the no less gallant men who were struggling for bare life within sight of land. In face of the evidence adduced in the report, the, captain of the King Arthur can hardly be exonerated from a certain amount of blame. He says that he never saw the schooner; but all on board the schooner maintain that they plainly saw the King Arthur, and the inference is surely only natural that the schooner was also seen by those on board the King Arthur. Be this as it may, he must have heard the guns which were fired from the light ship. It is not a pleasant insinuation to make, and many may consider it uncharitable; but we fully agree with Captain Morland that the possibility is that had the King Arthur joined the Sirdanha in the search for the drowning men they would have been saved hours of anxiety and suffering. We have only to express the hope that effect may be given to the suggestion that honoraria may be granted to all those who so successfully went to the rescue of their drowning comrades, and that in future men like Avent may not rush into print with statements which will not bear investigation. A discreet silence was on his prat the wiser course, notwithstanding the insinuations of his interviewer. It is very much to be regretted that this accident has happened, the more especially that the report of date 30th January, 1878, makes provision for S. W. monsoon emergencies. Why advantage of these provisions was not taken on the morning of the 6th instant, we suppose Mr. Avent alone knows.

IN a suit brought by Viram Ebram and Co. against Captain R. Ramsay, master of the s. s. Marina, judgment was delivered by Mr. Spencer, acting Chief Judge, Small Causes Court, on Wednesday last. The plaintiffs sued for loss of freight on 126 tons of cargo of sugar which, it was alleged, the defendant refused to receive on board, his vessel, in breach of the terms of a charter party executed on the 20th November, 1878. By it the plaintiff agreed to charter the Marina for a voyage from Bombay to Mauritius and back for a sum of Rs. 20,000. The steamer was guaranteed to carry not less than 1,530 tons nett dead weight, *i. e.* sugar, from Mauritius. The plaintiffs alleged that their agents at Mauritius were ready and willing to ship the full quantity of sugar, but that the defendant refused to receive it. On the 14th January, 1879, the captain informed the plaintiffs' agents the decision of Lloyd's surveyor at Mauritius that the ship was sufficiently deeply laden, and although he professed to be willing to take in all the plaintiffs' sugar as per charter party, he did so with the reservation "provided there be no drawback against the ship." In other words, he was willing to take in the sugar although, by so doing, he would have gone to sea in an unseaworthy state, provided the shippers became their own insurers against either a total loss or damage caused by overloading. The learned judge was of opinion that the defendant was bound to carry the sugar in such a manner that none of it should get damaged by the ordinary perils of the voyage, while upon the evidence it appeared that he felt he could not do so if he took in 1,530 tons. His Honour came to the conclusion that the vessel was not capable of carrying 1,530 tons nett dead weight of sugar in a seaworthy state, and that consequently there was a breach of warranty. A verdict was given for the plaintiffs with costs. A report of the judgment will be found in another column.

THE Secretary of State has forwarded to India a memorandum by the Army Sanitary Commission on the report of the Sanitary Commissioner for Bombay for 1877. The report was for the most part prepared by Mr. Hewlett, who officiated as Sanitary Commissioner of Bombay during Mr. Lumsdaine's absence on leave, and is divided into the usual ten sections. The commission's memorandum is taken up partly with a brief notice of the sanitary history of British and native troops, and chiefly with an analysis of questions relating to the famine mortality, on which the remarks of the commission reserve careful perusal. In concluding their notice of Mr. Hewlett's report the commission observe that the facts detailed by him, "together with those in Mr. Cornish's Report for the Madras Presidency" (recently noticed), "have thrown much light upon the whole subject of Indian famines, by showing that food scarcity is only one of the death causes which decimate the population in famine times, and that in future famines their causes, concomitants, and management may be dealt with on a scientific foundation."

THE Government of India in March last addressed the Secretary of State on the subject of a scheme for the introduction of agricultural education in the Bombay Presidency, but owing to the subsequent proceedings of the Government enforcing general retrenchment and discouraging new expenditure, the Secretary of State has considered it desirable to suspend action in the matter for the present. In the meanwhile his Lordship thinks that advantage should be taken of this suspension to inquire into the results of the Madras institution, and the extent to which young men educated there have since followed a practical agricultural calling. Information on this point, it is thought, would be specially desirable in reference to the students from Bombay who are said to have sought admission to the Madras institution in considerable numbers.

THE Budget estimate of the Forest Department, Madras, for 1879-80, recently submitted to the Secretary of State, shows that the revenues for the past and current years have been injuriously affected by the recent famine. The receipts, however, for the ensuing year are expected to be nearly equal to the realization of the year preceding the famine. The Secretary of State is of opinion that, with a proper system of Government reserves such as exists in other parts of India, there can be no doubt that the forests of Madras "might be made to yield much larger revenues than at present, and so provide funds for more extensive works of conservancy than could now be undertaken without entailing a direct charge upon the Imperial revenues, which would be undesirable. In order to realize this, however, the principal want seems to be a Forest Act for the Madras Presidency, in the absence of which little real progress in the work of conservancy is possible."

THE *Russian Turkestan Gazette*, of the 22nd May (3rd June), contains the following on Colonel Przhevalski's expedition to Lhassa:—"The *Golos* has received a letter from Colonel Przhevalski, dated Zaisan, the 1st April (N. S.) from which it appears that he reached Post Zaisan on the 11th March, where his final preparations for the expedition took three weeks. Unusually heavy snow-fall also delayed his departure for the steppe of Zaisan. 'To-morrow (the 2nd April N. S.),' he writes, 'we are at last leaving this place for Boluntokhoi, from whence we shall proceed along the upward course of the Urunzu, and the southern slopes of the Altai to Barkul and Hami, which town (distance from Zaisan upwards of 660 miles) we hope to reach by the end of May. At Hami we do not intend staying long, unless the heat and want of water compel us to wait before traversing the Hami desert, which we shall have to cross *en route* for the town of Shaju (not Suje).' Including his visit to Lhassa, Colonel Przhevalski calculates to journey two years. The Colonel expresses great satisfaction with his equipment, the expedition being well found in every respect—cash, arms, ammunition, instruments, and so forth. With him travel his assistants, Eklon, Roborofski, and Kolomeitsef, an interpreter (Taranchi native of Kutza); a Kirgiz guide; and an escort of eight men—three soldiers and five Trans-Baikal Cossacks."

THE annual report on the Forest Administration of Bengal for 1877-78 has been submitted to the Secretary of State, who remarks that the report is more complete than usual owing to the anxiety of Dr. Schlich, who was about to be transferred from Bengal, to place on record all that can be of use to his successor. The financial results of the year are regarded as very satisfactory, as also the results of forest conservancy, which, in the opinion of the Lieutenant-Governor and of the Conservator, may now be looked upon as an assured success. The Secretary of State lays stress on the necessity of providing means for meeting the large demand which may be expected for some years to come for sleepers for the Northern Bengal State Railway, amounting to more than the yield of the Buxa reserve, and as much as can be drawn from all the forests of the Dooars, without unduly weakening the resources of the forests. A large reduction in the number of prosecutions for forest offences is noticed as an evidence that recent protective measures do not bear hardly upon the people who are disposed to co-operate with the Department. Lord Cranbrook concurs in the opinion expressed by the Viceroy and the Lieutenant-Governor of Bengal as to the value of Dr. Schlich's services while Conservator of Forests in Bengal.

AN Agra correspondent writes on the 12th inst:—"Fever is still prevalent, and it is more than I can say, when it intends taking its departure, it has been fully a twelve-month among us, having played havoc with the inhabitants of Agra during that time."

THE Kandahar column is threatened with transport difficulties on the homeward journey of a similar nature to those experienced in the advance. A correspondent writes:—"Great difficulties appear to be experienced in collecting a sufficient supply of fodder for animals of the transport service with the Kandahar column. Prices for barley and bhoosa have, of course, risen according to the demand, and the Afghans, now fully alive to the value of the rupee, refuse to sell their grain, unless they obtain most exorbitant rates. A convoy, stopping at one of the ordinary halting places even for one day, proves itself as omnivorous as a flight of locusts, for it is calculated the consumption of bhoosa reaches ninety or a hundred maunds. Considering the poor nature of the country, it is wonderful how such heavy indents have up to this time been met." Another correspondent states that General Sir Donald Stewart, K. C. B., is expected to leave Kandahar for Quetta on or about the 22nd of this month. The 3rd Goorkhas, 59th Foot and the Elephant battery, which were to have remained for a time at least at Gulistan-karez, will now, in all probability, be ordered to Quetta, on account of some cases of cholera having occurred lately at the place.

THE *Indian Daily News* waxes sarcastic on the subject of the management of frontier affairs in regard to the punishment and suppression of tribal thieves. He writes:—"A band of the Zakka Kheyls, tired of having had no knife practice lately,—the wretches miss camp-followers sadly—descended into the Khyber with the object of airing their courage upon any defenceless wayfarer they might succeed in surprising, at the usual odds of five armed Afridis to one unarmed stranger. But news of their presence and intentions having been received, the guards to all convoys were strengthened. It does not seem to have occurred to any one to devise a trap for bagging the lot, nor that stalking a lurking gang of cut-throats would be good exercise and good practice for our troops. The soldiers, in fact, are not allowed fair play; and meanwhile the strength of the British Empire in India is increased by the formidable addition of a corps of Jezailchis. The employment of these terrible and renowned warriors is preliminary, probably, to the creation of a corps of chain-armour and bow-and-arrow champions."

REVIEWING the minute of the Lieutenant-Governor of the Punjab, condemning Dr. Birdwood's remarks on Indian carpet manufacture, the Lahore paper remarks:—"Dr. Birdwood is utterly ignorant of the service which the Punjab Government has made in introducing this industry, and of the scrupulous jealousy with which it prohibits the imitation of European designs. Even the quantity of the product is restricted: and anyone can see that the Government is resolved that art-carpetry shall either be purely native or nothing at all. Only last week, and by the courtesy of Mr. Garrick, the acting Principal, we had the pleasure of inspecting some very good designs by the native pupils of the Lahore Art School; and if Dr. Birdwood had been present on the occasion, he might have perhaps have reconsidered his mistaken judgment."

THE closure of the Agra Canal for annual repairs, &c., is notified in the *N.-W. Provinces and Oudh Gazette* to take place so soon after the 15th August, as the state of the weather permits.

THE differences of castes, in reference to which the Goanese Christians do not stand on a higher level than their Hindu brethren in India, having been carried into religious confraternities, the Government have notified that no approval, in future, will be accorded to the establishment of any religious association which by any of its rules may display a tendency to maintain the odious and untenable distinctions of castes.

A LARGE portion of Eastern Bengal, about Fureedpur, has been flooded by the overflowing of the Padma river, in consequence of which, according to a local paper, "the prospect of the next year's harvest is, therefore, very gloomy. Rice is selling from Rs. 3-10 to about Rs. 4-4 per maund. About 25 per cent of the lower class people of this part of the country, who have not sufficient means of earning, are starving. They cannot get their meal more than once in 3 or 4 days. The middle classes of the people are put to sad straits owing to the high price of food articles."

THE local press at Pietermaritzburg has brought out a strange work—the first Caffre army list. It is entitled "The Zulu Army," and professes to give a list of each regiment or impi, with the uniform strength, &c., corrected to date, and giving their stations and a record of services. The *Athenæum* says, it is also an "Almanach de Gotha," or Burke's Peerage, giving a list of the Zulu headmen, with their positions, kraals, &c. The Kaffir language is familiarly known in Natal. English children pick it up, and reproduce the clicks to perfection.

THE Goa Government has lavished well merited praise "for their ideas of progress, disinterestedness and civilization" on the village community of Serula for their offer to the Government of Rs. 2,500 for constructing the public road from Betim to Mopuca. The village of Assagaum has followed suit and offered Rs. 1,000 to be applied to the road from Chopora to Mopuca. The Government not having replied to the latter offer, the *Gazetta de Bardez* asks whether the villagers are not sufficiently enlightened in their ideas of progress and civilization that their offer has not been yet accepted.

A VERY "native" story comes from Dhaka. A Parsee theatrical company, which lately visited Dhaka, made a good sum of money; so the National Theatre Company from Calcutta resolved to try their luck. But unfortunately in this company the female parts are played by women, the announcement of which caused a thrill of horror in the moral minds of the youth of Dhaka. And as if to add horrors to horrors, a native paper states that on the first night of the performance "a townsman with a bottle of *vinum gallicium*, and accompanied by a public woman, attended the theatre." So the students resolved to hold a meeting at their association to suppress such immorality, whereat some thousand of them attended, and passed the following resolutions:

That this association considers that it would be cruel and giving a deaf ear to the calls of human suffering to expend money for amusements at a time of such national distress.

That this association deems, on moral principles, that it is positively injurious for men to attend threarical performances and other sorts of entertainments where such exhibitions are made as are calculated to deteriorate the morality of the spectators.

That an appeal dissuading people from attending such places of entertainment be printed and published at the cost of the association for general distribution gratis.

SOME of the Assam tea planters, it is reported, contemplate cultivating rice for themselves by imported coolies. There is very large amount of land still available in very favourable situations for the cultivation of ordinary staples, and it is hoped that the projected railway will give a considerable impetus in this respect to the development of the district, which has undoutedly a great future before it.

NEWS comes from the Persian Gulf that at Bushire they are going through a "wave of heat." The thermometer ranges from 96° to 98° constantly, and this is accompanied with a moist stagnant state of the atmosphere which keeps the residents in a constant vapour bath, and is developing prickly-heat and boils to a most uncomfortable extent.

SOMETHING of the inconveniences the inhabitant of Ahmedabad and Surat have experienced in former years in consequence of the overflowing of the Sabarmati and Tapti rivers is being felt this year by the dwellers on the banks of the Ganges. Letters from Dinapore, dated the 13th instant, speak of the river as being in strong flood, the water being then up to the highest recorded flood level. Considerable damage had been done by the rising waters, and great anxiety was naturally felt about the Dinapore cantonments. On the 14th the water was still rising, and large boats capable of carrying 200 maunds were plying in the public highway. A large number of huts had fallen in the bazaar, at Deeghah, and in all the space up to the canal. No casualties were reported, but as the water increased upon the town, the poorer classes hastened to save their property in the best way they could, and great distress was occasioned by their being rendered homeless. Old resident of Dinapore—some, indeed, who have lived there thirty years—do not remember such a flood as the present. The cantonments present the appearance of a lake, and a small further rise would inundate some of the soldiers' quarters. The river abreast of the station is over two miles broad. The actual height of the river is not greater than it was in 1869, when it reached the highest level recorded; but the difference in the effect of the flood is said to be due to the compression of the water by the canal embankment.

A CORRESPONDENT in *Mayfair* writes:—Sir Frederick Halliday has, at the last moment, brought a counter-charge against Mr. William Tayler. Mr Tayler has for more than 20 years been alleging in effect that though, according to overwhelming testimoney, he saved Patna during the Indian mutiny, he was, owing to the misrepresentations of Sir F. Halliday, then Lieutenant-Governor of Bengal, ruined and disgraced instead of being promoted and decorated. In his counter-charge Sir F. Halliday, who has so long submitted in silence to the accusation brought against him by Mr. Tayler and the historians Kaye and Malleson, declares that he was really Mr. Tayter's best friend, but that he would insist on being ruined. We have so far Mr. Tayler's word against Sir F. Halliday's. I leave it to those Anglo-Indians who knew them both in the period preceding the mutiny to decide which is the most veracious. According to a correspondence published in a Calcutta newspaper about 24 years ago, Lord Dalhousie's private secretary, at all events, doubted Sir F. Halliday's accuracy.

FOR the first time probably in the administration of justice, an elephant was the other day called as a witness in a court of law. An action had been brought against Messrs. Bertram and Roberts, lessees of the refreshment department of the Crystal Palace, who were the proprietors of this animal, for injury sustained in consequence of its frightening a horse. The elephant itself was outside the Exchequer Court, in which the case was tried, and the counsel for the defence suggested that it should be called to testify to its good behaviour. The judge agreed to the suggestion, and the animal was brought into court and placed immediately in front of the judge and jury. It surveyed the scene with great equanimity, but rather disturbed the solicitors by sweeping the table where their hats and papers were with its trunk. The counsel for its owners said that it was ready to go into the witness box. "Do you wish to cross-examine the witness?" said Mr. Baron Pollock to the counsel for the plaintiff. "No, my Lord," said the learned gentleman amid much laughter, "I have no questions to ask." The elephant was then led out of court, and no doubt the jury were amply satisfied that it was a peaceful and well-disposed animal.

NOTES FROM SIND.

(FROM A CORRESPONDENT.)

KURRACHEE, AUG. 15.

THE officers of the 5th N. I. had an "at home" on Wednesday. It was a brilliant affair and spoke well for the hosts. The Berkshires are to follow up next week, and then the bachelors and grass-widowers. The weather is all that can be wished for.

Major Colvin's term of office on the brigade staff having expired, we are to have in his place Captain T. Harris, who was here before. Many will be glad to see him back. The station, if he has not retired from the field, will have in him one of the finest cricketers of the Presidency.

We have heard nothing of the Bombay Parsees lately, and do not know what has become of their challenge to the "All England Eleven." Has it turned out "all moonshine?" They showed up in Kurrachee once, and if they have not marvellously improved, their intended trip to England is by no means a wise resolve.

The Sonmiani transport service in connection with the Afghan war is almost closed. Mr. Ingle, the Huzur Deputy Collector, deputed there to purchase camels, is back sick. Should he return to Sonmiani it will be for a few days to wind up and sell off, if it has not been decided to present the old Jam with the whole of the surplus stores. If rewards are to follow for services rendered in supplying camels, the natives engaged will not, it is to be hoped, be left out if we are to look for anything from them in future. There are numbers who rendered valuable assistance. Mr. Ingle, lacking as he did, knowledge of the country, could no more have got on without them than a ship at sea without mastheads.

We have had our English intelligence already by the s. s. Java which arrived here from Aden early yesterday. The same news via Bombay will not be in, I should think, much before 2 p.m. to-day. Here is abundant testimony that a mail service direct with Aden will be a boon.

THE VISIT OF H. H. MAHARAJA SINDIA TO INDORE.

(FROM A CORRESPONDENT.)

INDORE, AUG 14.

H. H. MAHARAJAH SINDIA arrived here from Khundwa on the 12th and will leave this for Ujjain in two or three days. His Highness has put up at the Residency. Due preparations were made by H. H. Holkar to receive his brother chief. Sir Kashi Rao Dada, K. C. S. I., went as far as Khundwa, while the elder Prince met His Highness at Mhow. The interview between Holkar and Sindia took place at the railway station at Indore. After a short time His Highness Sindia drove up to the Residency with General Sir H. D. Daly, K. C. B. In the evening Sindia paid a visit to Holkar in his palace in the city, and this morning, accompanied by Sir H. D. Daly, the two chiefs of Dewas and others, H. H. Sindia visited Holkar's cotton mills.

A Parsi theatrical company—the Empress Victoria—is enlivening the city of Indore with their operatic performances. H. H. Holkar himself invited the club to his palace, and was much pleased with the entertainment. Their rich dresses, the excellence of their singing and music, the rich scenic display, and the broad humour and mirth of their shorter pieces drew forth an audience in spite of the weather. H. H. Holkar has engaged them to four or five more performances, and the club is shortly to make its *debût* at Mhow under the patronage of General Forbes, commanding at Mhow.

The rainfall in Malwa has been satisfactory up to date.

THE RUMPA EXPEDITION.

A CORRESPONDENT writing from Rajahmundry mentions that Tamman Dora, the famous executioner, is up again, and that in cold blood he beheaded three men who he fancied were on friendly terms with the Mootahdar of Mutarmille. Their mere bodies were found. Every possible clue to capture this cowardly rebel is being adopted by the indefatigable Inspector General of Police. Colonel Cunliffe is in a state of hopeless despair about his party at Chodavaram, as there is hardly a single man who is not "done up." The Jeypore Police, who it was believed would weather it, are as bad as the others, for they are almost all fever-stricken, and none but those who are inured to the climate, as your correspondent is, will be able to see the end. Our monsoons have set in in right good earnest and the river is making tremendous swells.—*Madras Athenæum.*

CHOLERA AT ALLAHABAD.—The *Indian Mirror* says:—Several cases of cholera are reported as having occurred at Allahabad and in the neighbourhood. Among the poorer classes, where the disease is most prevalent, it is said to be caused by eating large quantities of cucumbers.

A LITTLE bit of independence on the Indus Valley State Railway has come to light. The other day the Assistant Traffic Superintendent stopped the train at a station and detained it, thinking the driver and guard could make up "lost time" on the further journey. The latter, however, was equal to the occasion and had the pluck to "book" the 25 minutes stoppage to the debit of the Assistant Traffic Superintendent in his report, thus—"Detained at Radhan 25 minutes, Mr. Allan having breakfast." Bravo good guard.—*Kurrachee Paper.*

FEVER AT CHINGLEPUT.—The Collector of Chingleput has reported to Government that a very severe outbreak of fever has occurred in the village of Kunnathoor, fourteen miles distant from the Sydapett Taluq, in the Chingleput District. There were 876 cases under treatment. Medical assistance and medicine were sadly required, and the Sub-Collector's dresser was immediately sent to the fever-stricken village. The Head Assistant Collector reports that the fever is malarious, and 23 people have recently died. A European Medical Officer has therefore been asked to be sent to Kunnathoor to investigate the abuse of the malady.

THE CALCUTTA TRAMWAYS.—A meeting of the Suburban Commissioners, or a committee thereof, was held on Saturday last to discuss the tramway arrangements with Mr. Souttar, who was about to leave for England. Mr. Wells was in the chair, and there were present also Mr. Sterndale, Vice-Chairman, and about eight other Commissioners. The various projects were discussed, and finally the committee arrived at certain general conclusions. It was resolved to recommend that the tramway be extended to Bhowaneepore, Garden Reach Road, and Balliaghatta. A concession is to be made to Messrs. Souttar and Co. for twenty-one years, and the other conditions are much the same as those sanctioned for the city tramways by the Municipal Commissioners of Calcutta. It is presumed that the whole system will be so arranged as to be mutually advantageous to the concessionaries, and convenient to the public.—*Indian Daily News.*

A CURIOUS CASE.—Captain Hogg, commander of the ship Cartvale, has been taken into custody at Calcutta, charged with having caused the death of a boatman. It appears that the accused went on board at a late hour last Monday night, and insisted on the chief officer turning out the crew for "muster." The men at first refused, having been hard at work all day, whereupon they were threatened with violence. They did, however, ultimately come forward, and a pantomime was gone through. About this time some coolies who were at work on a vessel alongside, were dismissed from their labour, and procured boats to bring them ashore. This occasioned some noise and irritated the accused, who pelted large pieces of coal promiscuously among the men. One of the boatmen was by this means unfortunately struck on the head and precipitated into the water. He has not been heard of since. The police *ferash* boats are on the look out for the body.

"I COMPLIMENT you for your *Syrup of Hypophosphate of Lime.* I employ it daily amongst adults or children who are attacked *with diseases of the lungs and liver.* It outvies every other preparation of the day.—J. H. Lang, Medical Doctor, Lake Keilambete Zerang, Victoria.

BOMBAY.

THE band of H. M.'s Marine Battalion will play at the Gymkhana this evening (weather permiting).

A VAGRANT.—Thomas Murray, a European, was yesterday declared a vagrant by Mr. W. Webb, and was ordered to be sent to the Government workhouse.

SUICIDE.—A Coroner's inquest was held yesterday at the J. J. Hospital on view of the body of Oomer Veera, who died from the effects of opium which he had administered to himself. A verdict to that effect was recorded.

TRESPASS WITH INTENT TO COMMIT THEFT.—Khairaz Ludha was yesterday sentenced by Mr. W. Webb to two years' rigorous imprisonment on being convicted of lurking about the premises of Dyal Ruttonsey with intent to commit theft.

AN OLD OFFENDER.—Mahomed Ebram *alias* Mulloo Ebram was yesterday convicted by Mr. W. Webb of inducing Hajee Jacoob Hajee Dervish to part with money by attempting to put him in fear of injury. He was sentenced to eighteen months' rigorous imprisonment.

THEFT AT A POLICE STATION.—Khoma Bhati was yesterday convicted by Mr. W. Webb on two separate charges of housebreaking and theft of property belonging to Messrs. Coles and Collett, constables of police. He was sentenced to one year and nine months' rigorous imprisonment.

DEATH FROM SNAKE-BITE.—A Coroner's inquest was held on Sunday at 2nd Marine Lane on view of the body of Dhunjee Govind. Deceased, it appears, was bitten on one of his fingers on Friday evening last by a snake whilst plucking some leaves of a tree and died from the effects on the following Saturday evening. The verdict was "that the death of the deceased was caused by snake-bite."

THEFT AT MESSRS. BADHAM AND COMPANY'S PROPERTY.—A Chinaman, named Assa Akao, was yesterday charged before Mr. Nana Morojee with committing housebreaking by night and theft of property consisting of sundry articles of wearing apparel, &c., of the value of Rs. 119, belonging to Messrs. Badham and Co. The prisoner was remanded to jail, and the case postponed for hearing to the 27th instant pending further enquiries into the matter.

A DECREE ON AN ADJUSTED ACCOUNT.—At the High Court yesterday, a suit was called on before Mr. Justice Bayley, in which Rao Bahadur Becherdas Ambaidas claimed to recover Rs. 64,106 from Messrs. W. T. Roper, R. T. Price, and John Edwards, who traded in Bombay under the name and style of Edwards and Co. The money was due on an account adjusted on the 31st December, 1876. There was no appearance for the defendants. The court gave a decree for plaintiff for Rs. 64,106, with interest and costs. Mr. Farran, instructed by Messrs. Jefferson and Payne, appeared for the plaintiff, who was some time ago a member of the Bombay Legislative Council.

THE DEAD RETURNING AMONG THE LIVING.—We are informed that the man who represented that he escaped eleven years ago from a Tower of Silence at Gandevi, and who lately claimed kinship with certain Parsees residing at Mazgaon, Bombay, has turned out to be a rogue. A brother of the deceased Parsee came to Bombay from Gandevi a few days ago to interview the pretender. Immediately, however, after the first interview, the latter ran away from Bombay, being probably apprehensive that he should be made over into charge of the police. He appears to have been one Jeevun Bhicka, who lived in Gandevi as a wandering minstrel about the same time that the deceased Parsee lived there, and to whom he bore some slight resemblance.

HIGH COURT BUILDINGS.—So badly lighted the Criminal Court is that for some days past, when it rained heavily, Sir Charles Sargent and the counsel who appeared before him in the first division court had to work by candle light. This state of things had evidently got so unendurable to His Lordship that he yesterday abandoned the Criminal Court and sat in a room intended for the chambers judge, which is not used at present. The accommodation for the members of the Bar and for solicitors in this room is miserably insufficient, while there is no accommodation whatever for the Reporters of the Press. This state of affairs can hardly be said to be satisfactory in respect of a building which has cost seventeen lakhs of the public revenue. The fixtures in the High Court, which continue to be a source of annoyance to almost everybody, were expected to have been altered and improved during the vacation of the court in May last. Much of the inconvenience felt at present would have been remedied by the improvements. In reply, however, to an enquiry made by Government, the Chief Justice, we are credibly informed, observed that those improvements might be postponed until the October vacation; and the inconveniences must therefore be put up with until then.

GAMBLERS.—Yesterday, at the Girgaon Police Court, Chanbee, a Mahomedan woman, Abdul Rahmon and three others were charged by Mr. Inspector Gough before Mr. W. Webb, prisoner No. 1 with keeping a common gaming house at Duncan Road, and the rest, together with prisoner No. 1, with being found gaming therein with cards, dice and money. They were all adjudged guilty. Prisoner No. 1 was fined Rs. 10 and the rest Rs. 5 each.—Annajee Jairam and seven others were also charged yesterday before the same magistrate, at the instance of Mr. Inspector Brewin, with being found gaming with cards and money at a common gaming-house at New Nagpada Road. They were also found guilty. One of the prisoners was fined Rs. 20, another Rs. 10, and the rest Rs. 5 each.

ALLEGED THEFT BY A EUROPEAN.—At the Fort Police Court yesterday, a European, named William Francis Cox, described as an engineer at present unemployed, was charged before Mr. Nana Morojee with theft of sundry articles of gold jewellery, gold watch, &c., of the value of Rs. 1,181, the property of Annetta Swartz. The circumstances of the case are briefly these. It appears that the complainant was in the keeping of defendant who, on Saturday morning last, during her absence broke open a box containing the jewellery, and offered the same to a Marwari residing at Mazgaon to be pledged for a sum of Rs. 500. The Marwari became suspicious and communicated the matter to the police officer of that section, who knowing the antecedents of the defendant, took him into custody and confronted him with the complainant who had already given information of the theft. The case stands postponed for hearing to the 25th instant.

DACOITY NEAR POONA.—A dacoity took place at the village of Donza, at the foot of Singhur Hill, on Thursday last. It is said that no fewer than one hundred and fifty dacoits swarmed into the village, looting whatever they could get hold of. They succeeded in carrying off eleven hundred rupees. This shows that dacoity is not dead in the Deccan.—*Deccan Herald.*

BADMINTON AND LAWN TENNIS AT POONA.—Mr. Selby, R. E., and Mrs. Burrows have carried off the prize in the ladies' badminton tournament; Mr. Hart that in the single game, after a close contest with both Mr. Selby and Major Mant, Royal Engineers. A new ladies' tournament at badminton is on the *tapis*. The incessant rain has prevented any further progress with the Indian lawn tennis tournament, but at present Messrs. Hart and Keyser stand to win, if not beaten before the end of the month. The English lawn tennis ties have not yet commenced. Entries for the challenge cups come in very slowly. It is believed that Messrs. Hart and Green will play for Poona at badminton, and Messrs. Hart and Campbell at lawn tennis. The Royal Engineers are to be represented by Messrs. Selby, Barnett and Mant in the games.—*Id.*

THE GREAT INDIAN PENINSULA RAILWAY.—The increase in goods traffic on the G. I. P. Railway for the week ending 9th August, 1879, was 54,102 maunds, and in money Rs. 38,727. The quantities carried and the earnings compare with 1878 as follows:—

Description.	Week ending 9th Aug 1879.	Week ending 10th Aug 1878.	Increase.	Decrease.
COTTON— Weight	Mds 7,233	Mds 11,469	..	Mds 4,236
Amount	Rs. 9,104	Rs. 11,885	...	Rs. 2,781
WHEAT— Weight	Mds 37,794	Mds 14,030	Mds23,764	...
Amount	Rs. 22,959	Rs. 7,122	Rs. 15,837	...
OTHER FOOD GRAIN— Weight	Mds 1,13,576	Mds 1,09,329	...	...
Amount	Rs. 63,984	Rs. 64,847	...	...
LINSEED— Weight	Mds 1,091	..*	...	...
Amount	Rs. 682	..	...	...
TEELSEED— Weight	Mds 652	...	Mds 7,947	...
Amount	Rs. 424	...	Rs. 1,561	...
OTHER SEEDS Weight	Mds 1,957	...	...	...
Amount	Rs. 1,318	...	...	...
SUGAR AND JAGREE— Weight	Mds 3,014	†	..	...
Amount	Rs. 2,274	...	..	...
SALT— Weight	Mds 7,628	Mds 3,920	Mds 3,708	...
Amount	Rs. 4,221	Rs. 1,616	Rs. 2,605	...
OPIUM— Weight	Mds 2,809	Mds. 385	Mds 2,424	..
Amount	Rs. 10,180	Rs. 1,442	Rs. 8,738	..
P. GOODS AND TWIST— Weight	Mds 7,339	Mds. 6,130	Mds 1,209	..
Amount	Rs. 10,434	Rs. 9,119	Rs. 1,315	..
GENERAL GOODS— Weight	Mds 98,518	Mds 82,246	Mds19,286	..
Amount	Rs. 57,384	Rs. 43,206	Rs. 11,452	..
TOTAL— Weight	Mds2,81,611	Mds 2,27,509	Mds54,102	...
Amount	Rs. 1,82,964	Rs. 1,44,237	Rs. 38,727	...

* Included last year in "Grain and Seed."
† " " " "General Goods."

THE VOLUNTEER SPORTS.

THE entries for these sports are being kept open for a day or two longer. Those who wish to compete, and have not sent in their names, should do so at once. There are already entries, particularly for one or two favourite events.

THE POONA RIFLE CLUB.

THE following are the scores made in the shooting for the Club Championship for 1879:—

	200 yds.	500 yds.	800 yds.	Total.
Col. Laughton, Revenue Survey	30	34	28	92
Mr. Dorabjee Pudumjee	30	29	29	88
Serjt. S. G. Brebner, B. V. R. C.	31	28	22	81
Lieut. G. Peaker, B. V. R. C.	28	27	25	80
Lieut. Adam Smith, B. V. R. C.	33	25	20	78
Captain Tyndall	30	31	9	70
Lce. Corpl. Macdonald, B. V. R. C.	27	19	20	66
Sergt. E. M. Winders, B. V. R. C.	20	retired.		
				79·28

BY administering *Dusart's Syrup of Lactophosphate of Lime* to wet nurses whose altered milk had occasioned serious and green *diarrhœa* to their *nurslings*, we have witnessed the disappearance of that disease and the complete recovery of the little patients.—Dolbeau and Paquet, Medical Doctors of Paris Hospital.

IMPORTANT DECISION IN A SHIPPING CASE.

VISRAM EBRAM AND CO. *vs.* CAPTAIN R. RAMSAY OF THE MARINA.

AT the Small Causes Court on Wednesday last, Mr. Spencer, acting Chief Judge, gave the following judgment in the case:—

The plaintiffs in this case sue the defendant for loss of freight on 126 tons of cargo of sugar which, it is alleged, the defendant refused to receive on board his vessel the Marina, in breach of the terms of a charter party entered into by him with plaintiffs on the 20th of November, 1878. By this instrument the plaintiffs agreed to charter the steamer Marina for the voyage from Bombay to Mauritius and back, for a lump sum of Rs. 20,000, and the charter party contains this stipulation. "Steamer guaranteeing to carry not less than 1,530 tons nett dead weight, *i. e.*, sugar from Mauritius at 20 cents per ton." It is alleged by the plaintiffs that their agents at Mauritius were ready and willing to ship the full quantity of sugar which the vessel was warranted to carry, but that the defendant refused to receive the same. The first question, therefore, which the court is called upon to decide is, were the plaintiffs ready and willing to ship, and did the defendant refuse to receive the sugar? The evidence on this point is partly documentary and partly oral. A portion of the oral evidence was taken at Mauritius under a commission issued from this court. I will in the first place, deal with the documentary evidence. The first letter, in point of time, appears to be one written by defendant to the plaintiffs' agents at Mauritius on the 14th of January. It is as follows:—"I am quite willing to take in all your sugar as per charter party, but the surveyor for sugar cargo was alongside to-day and informed me that the ship is quite deep enough with the quantity of cargo on board with all coals and tackle complete for the voyage, and sufficient for the ship at this season. I am prepared to fulfil my contract with you provided there will be no drawback against the ship." On the same day the plaintiffs' agents served a judicial notice on the defendant charging him with a breach of his agreement in not taking on board the stipulated cargo, and stating that they would hold him responsible for any damages they might sustain in consequence. To this the defendant replied by a notice, dated the 15th of January, expressing his willingness to take on board the balance of cargo, denying that he had ever refused to do so, but on the contrary asserting that he had often requested the agents to send cargo which they had failed to do, and alleging, as the reason for this failure, a "difficulty which you (the agents) are experiencing with the insurance company, with which difficulty the defendant has nothing to do." On the same day the plaintiffs' agents sent another notice to the defendant, in which they refer to his first letter of the 14th January, and state that in consequence of the declaration therein made that the surveyor had informed him that the ship was then quite deep enough to make the passage at that season of the year; they had declined, and still declined, to send any more sugar or other cargo on board; that the captain might proceed to sea at once, and they would hold him responsible for all loss they had sustained. On the 17th January, the defendant replied to the notice, protesting against the construction put on his letter, denying that he had even refused to take on board his ship any more sugar from plaintiffs, alleging that the default was on their part, and stating that, in accordance with the notice, he would proceed to sea, which he did on the 18th January. This is all the documentary evidence. I will now read the oral testimony on the same point. The most important is that of Leon Dupavillan, shipping clerk to the Mauritius Dock Company. (His Honor here read the evidence of this witness.) If the evidence of this witness is to be relied upon; and I not only see no reason for disbelieving it, but am of opinion that it is strongly corroborated by the documentary evidence in this case. There was an absolute refusal on the 13th and 14th January by the captain, or those on board the vessel, to receive any more sugar. Mr. Craigie contended that this was inconsistent with the notice sent to the defendant by the plaintiff's agent at Mauritius on the 15th January, declining to send any more cargo. I do not think this notice is inconsistent with the fact that there was a refusal to receive any more sugar on the 13th and 14th January. The captain, who was examined *de bene esse* on the 15th of March last, in his examination in chief, says:—"I was always willing to take in the full amount of cargo. I never objected to take in any. No sugar was ever sent alongside which I refused to take in." On his cross-examination, however, he admits that some barges did come alongside laden with sugar, which returned to the shore unloaded. (Reads evidence). The question arises why were these barges returned with their cargo. The captain says he does not think his mate stopped shipping sugar. The evidence of the shipping clerk is clear and positive that, both on the 13th and 14th January, those on board the steamer refused to take in any more sugar in consequence of the orders given by Lloyd's Surveyor. The evidence of the shipping clerk, to my mind, is strongly corroborated by the letter written by the captain on the 14th of January. It is the captain who first brings to the notice of the charterers the decision of the surveyor that the ship was sufficiently deeply laden, and although he professes his willingness to take in all the plaintiffs' sugar "as per charter party" and "to fulfill his contract," it is qualified by this important reservation, "provided there be no drawback against the ship," and in his evidence he explains what he means by this proviso: he says, "I meant by this, provided the shipper would not come down on me afterwards if any sugar were spoiled by reason of my taking more in." In other words, he was willing to take in the sugar, although by so doing he would, as I shall presently show, have gone to sea in an unseaworthy state, provided the shippers became their own insurers against either a total loss or damage caused by overloading.

On the whole of the evidence the conclusion at which I have arrived is, that on the 13th and 14th January, the captain did refuse to take in any more sugar. That after that date the plaintiffs declined to send any more sugar alongside, and that if they had done so and it had been taken on board (which appears to me to be very doubtful, for reasons which I shall hereafter state) it would have been on terms which they were not bound to accept, viz. taking the risk of loss upon themselves. On the evidence, as I have already said, I have arrived at the conclusion that the captain did refuse to receive any more sugar cargo, but it appears to me immaterial whether he refused or not. If, as a matter of fact, the vessel could not have put to sea with 1,530 tons of dead weight of sugar, without being in an unseaworthy state, there has been a breach of warranty as to her carrying capacity, and the defendant is liable. The charter party itself contains an undertaking that the vessel is "tight, staunch, and strong, and every way fitted for the voyage." Independently of this undertaking, I am of opinion that a shipowner who accepts goods which he is to deliver in good condition, impliedly contracts to perform the voyage in a ship which is seaworthy. On this point I will quote the language of Lord Blackburn, a great authority on mercantile law, in Steel *vs.* State Line Steamship Company, L. R., App. cases, vol. 3, p. 86. He says, "I take it to be quite clear both in England and in Scotland, that where there is a contract to carry goods in a ship, whether that contract is in the shape of a bill of lading or any other form, there is a duty on the part of the person who furnishes or supplies that ship, or that ship's room, unless something be stipulated which should prevent it, that the ship shall be fit for its purpose. That is generally expressed by saying that it shall be seaworthy; and I think also in marine contracts, contracts for sea carriage, that is what is properly called a 'warranty,' not merely that they should do their best to make the ship fit but that the ship should really be fit. I think it is impossible to read the opinion of Lord Tenterden as early as the first edition of Abbott on shipping, at the very beginning of this century, of Lord Ellenborough following him, and of Baron Parke, also, in the case of Gibson *vs.* Small, without seeing these three great masters of marine law all concurred in that, and their opinions are spread over a period of about forty or fifty years. I think, therefore, that it may be fairly said that it is clear that there is such a warranty or such an obligation in the case of a contract to carry on board ship." I am of opinion that when the defendant guaranteed to carry 1,530 dead weight of sugar, he guaranteed to do so with his vessel in a seaworthy state, fit to undertake the ordinary risks of the voyage, and on the understanding that the charterer would be in a position to effect insurance on his goods. The question then presents itself, has this vessel the capacity to carry 1,530 tons of dead weight and proceed to sea in a seaworthy condition? On the evidence of Captain Cowin, the Marine Surveyor at Mauritius, I am clearly of opinion she was not. His evidence is as follows:—(Reads evidence.) The defendant in his evidence, given on the 15th of March, says the surveyor gave him to understand that he was speaking with regard to the sugar only not the ship. He says:—"I understood him to mean that if more sugar was put on board some might get spoiled, not that there would be danger to the ship." That such was not the meaning of the surveyor is clear from his evidence, for nothing can be plainer than his words, "I consider that it would not have been safe to load her any more, and that she was as deep as she ever ought to be to encounter bad weather." Mr. Craigie argued that it was not shown that all the insurance offices at Mauritius would have declined to have accepted a risk on this vessel had she been more deeply laden, and that it was the duty of the plaintiff to have applied to other offices; and further that the unsupported testimony of the surveyor, Captain Cowin, was not sufficient to establish the fact that she could not safely carry more, and in proof of the carrying capacity of the vessel he referred to the statement of the defendant that on a former voyage he had carried 1,600 tons of rice (dead weight) from Rangoon. As to the first point, I have only to observe that the defendant has not shown, as he might have done, that other offices would have accepted the risk, and further though formal policies of insurance are not prepared until some time after the goods are shipped, the contract of insurance is entered into before, and the risk generally attaches from the time the goods are placed in the barges, and that it would be extremely inconvenient, if not impossible, for the plaintiffs after having entered into arrangements with the offices with which Captain Cowin was connected to have transferred the risk to other offices. Then as to the value of Captain Cowin's opinion, that gentleman is the surveyor of Lloyd's and of the Vice Admiralty Court at Mauritius. I presume from this that he is the principal marine surveyor at that port, and he states in his evidence that he was acting for several insurance companies. If the defendant questioned the correctness of Captain Cowin's opinion, it was his duty to have appealed against it and called in another surveyor. Not only did he fail to do so, but it appears to me that he acquiesced in that opinion. In his evidence which I have already quoted, he says that by the proviso "provided there be no drawback against the ship," he meant that "provided the shipper would not come down on me afterwards if any sugar was spoiled by reason of my taking more in," and [illegible] tion he says, "I considered I was [illegible] charter party [illegible] none of it should [illegible] from these [illegible] satisfied that [illegible] exposing the [illegible] defendant's [illegible] be correct, [illegible] case I have [illegible] such a manner [illegible] the ordinary [illegible] he felt he [illegible] It was lastly [illegible]

tiffs by shipping other goods than sugar had, by the terms of the charter party, deprived themselves of the right of suing on the warranty. The words of the charter party are "steamer guaranteeing to carry not less than 1,530 tons nett dead weight, *i. e.*, sugar from Mauritius," and in the margin there is this clause, "the cargo does not consist of sugar in bags entirely weight guaranteed." In addition to the sugar carried there were shipped on board the Marina 290 cocoanuts, 20 cases of lemonade (five for the use of the passengers on the voyage and fifteen for the plaintiffs' consumption in Bombay), and a carriage belonging to a passenger. Mr. Craigie argued that it was immaterial what was the quantity of other goods put on board if any other description of cargo but sugar were shipped however small the quantity might be. The defendant, he contended, was by the marginal clause absolved from his warranty. This clause must be construed reasonably, and the construction I put upon it is this, that if a mixed cargo of dead weight of sugar, and measurement goods were put on board, inasmuch as it would be difficult, if not impossible to ascertain what proportion the latter bore to the former, the guarantee would in such an event not apply. The goods I have spoken of were not measured or weighed. The estimate of their tonnage which I have before me is mere guess work. The captain estimates the whole at about [illegible] tons, which he makes up as follows. He says there were 28 cases of lemonade (he is mistaken, there were only 20) larger than a three or four dozen brandy case; these he estimates at 15 tons, and the carriage at 3 or 4 tons; these are light goods. The cocoanuts he considers heavy cargo, and his estimate would thus leave 10 or 12 tons as the weight of the 290 cocoanuts or between 70 and 80 lbs. each cocoanut? Now, making every allowance for the difference in size between Bombay and Mauritius cocoanuts, this is a manifest absurdity. I think the plaintiffs' estimate that the cocoanuts weighed from 3 to 4 tons is more correct. On the evidence I am of opinion that fifteen tons would be an ample allowance to make for the whole of these goods, and that it would be unreasonable, *under any circumstances* to hold that the shipment of so small a quantity of goods other than sugar, absolved the defendant from liability under his warranty. But according to the evidence of the captain himself, the cocoanuts only were shipped on the 13th of January, the cases and carriage not until the 15th, after his refusal to receive sugar. This defence, therefore, is not available to him. To sum up, I find, 1st, that the defendant did on the 13th and 14th of January refuse to receive any more sugar from plaintiffs. 2nd. That the vessel was not capable of carrying 1,530 tons nett dead weight of sugar in a seaworthy state, and that consequently there was a breach of warranty. 3rd. That the plaintiffs have not done anything to absolve the defendant from his liability under his warranty. The loss of freight on 126 tons is stated to be Rs. 1,486. The defendant is entitled to a deduction on account of the other goods shipped. I have estimated those at 15 tons, but even if I were to allow the defendant credit according to his estimate for 30 tons, there would still be due to the plaintiffs a sum in excess of Rs. 1,000, for that sum there will therefore be a verdict for plaintiffs. Advocates costs certified, Rs. 51.

BOMBAY BRANCH, ROYAL ASIATIC SOCIETY.

THE monthly meeting of the Society was held in the Library on Saturday, the 19th July. Present:—Rao Saheb V. N. Mandlik, C. S. I., Vice-President, in the chair; Lieut.-Col. J. H. White, R.E.; Dr. Atmaram Pandurang; K. R. Kama, Esq.; F. Mathew, Esq.; C. E. Rev. D. Mackichan, M.A.; Byramjee Nusserwanjee Serval, Esq.; Anandrao Bhaskerjee, Esq.; Pundit Bhugwanlal Indrajee; Dr. J. Gerson da Cunha; C. E. Crawley, Esq.; and A. H. Pearson, Esq.

The minutes of the last meeting were read, and confirmed.

The following gentlemen were ballotted for and duly elected members:—Captain Tandy, 8th Regt. N.I.; Sayad Hassan Bilgrami, Esq., B. A. (of Hyderabad, Deccan); J. Y. Lang, Esq.; Surgeon A. H. Anthonisz, Secretary to Surgeon-General B. F.

Dr. J. Gerson da Cunha then read a paper entitled "Contributions to the Study of Indo-Portuguese Numismatics," of which the following is an abstract:—This was the first paper of a series to be continued at successive meetings. The author began by giving a short historical sketch of the Portuguese coinage in India, which the author believed to be a difficult one from the absolute want of examples and types of certain periods, their places being substituted by written documents. Then there were coins bearing improper effigies and legends, which had no connection whatever with the reigning monarchs of the time. Some coins with crowned and profile busts of kings were issued long after they had ceased to live. These were chronological difficulties. Then there were others, such as the intrinsical variations in types and in the standard of money by the officers of the mint, of which there were five—viz., Goa, Diu, Cochin, Ceylon, and Malacca,—for a more or less fixed period. Then most of the ancient coins had been returned to the crucible, and thus those of the sixteenth and seventeenth centuries were not only extremely rare, but even the written documents relating to them were very deficient. Dr. da Cunha then described how money was first minted by the Portuguese at Goa in 1510, or about 370 years ago; how Timoja, a Hindu pirate of Honore (Honawar), had induced Alfonso d'Albuquerque to conquer Goa, and then begged him to grant a permission for coining some money, and to raise the price of gold and silver in order to prevent their exportation; how the Governor, after calling a meeting of captains, had given order for the coinage of money; and how on the 12th of March, 1510, he had inaugurated the new currency by reading a proclamation amidst a large assembly of natives and Europeans in a large hall of Sabaio's palace, and by sending persons all round the city with the royal flag, sounding trumpets, beating kettle-drums, and scattering handfuls of the new money over the heads of the crowds, which were naturally very great. Dr. da Cunha then described at length the coins struck by d'Albuquerque, such as his gold *manues*, on which was stamped a cross of the Order of Christ, resembling in shape the heraldic *cross pattée* on the obverse, and a sphere—the device of the King Don Manuel—on the reverse; the silver *esperas*; and the copper *leaes*, in imitation of the *leaes* struck by the King Don Diniz, which word is not a corruption or adaptation, as some writers suppose, of the word *reaes*, to Indian mouths. Having, then, cursorily glanced at the succeeding periods of numismatic history of Portuguese India, Dr. da Cunha confined this first paper of the series to the history and description of one set of coins, of the metal called *Tutenag*, sometime named Chinese silver, the *packfong* of the East Indies, which is stated to be an alloy of zinc and copper, although the coins minted at Goa contained variable proportions of tin and lead. The earliest notice of these coins is found in a written document, dated the 20th March, 1615. The smallest of them was called the *roda*, or 'wheel,' from bearing on the obverse a representation of the wheel of St. Catherine, the patroness of Goa, on account of that city having been reconquered by d'Albuquerque on her day, the 25th of November. This wheel was for the same reason a conspicious emblem in the arms of the senate or municipality of the city of Goa. On the reverse it bore the royal arms. The later coinage of this metal had stamped on the one side the cross of the Order of Christ with the date, and the royal arms on the other.

The reading of the paper was illustrated with rare specimens from the author's private collection.

On the proposition of F. Mathew, Esq., seconded by K. R. Kama, Esq., a vote of thanks was passed to Dr. da Cunha for his interesting paper.

Several books and pamphlets presented to the Society were placed on the table and thanks voted to the donors.

THE PLAGUE OF RATS.

THE following interesting paper on the Rat Plague in the Eastern Deccan by the Rev. Dr. Fairbank has been submitted to the Sanitary Commissioner, who has been requested to convey to the Rev. doctor the thanks of the government for "so interesting and valuable a contribution":—

The present scarcity of food in the Sholapur Collectorate is principally due to the ravages of rats and mice. They appeared in countless numbers in the districts they have devastated, during the last cold season (January to March 1879), and ate up the grain before it was sufficiently ripened to be harvested. Many fields were entirely stripped, and of others, only a small portion of the crop was saved by hurriedly gathering the ears of grain, while it was still in the milk.

This plague was not confined to the Sholapur Districts, but was also severe in the Parner, Shrigonda and Karjat talukas of the Ahmednagar Collectorate; and it extends far to the east and south. The full extent of their ravages has not yet been ascertained.

It is to be hoped that means may be found for exterminating these pests, or at least for reducing their numbers to a minimum, that will allow of cultivating the land with good hope of gathering harvest. As helpful to the devising of means for their destruction, it is proposed in this paper to describe the rats and mice that are known to inhabit this part of the Deccan, to sketch their habits, and to note anything known about them which may prove useful in abating the plague. Those species which have this year proved most destructive, will be described with more detail and particularity.

While collecting such species of rats and mice as live near Ahmednagar for W. T. Blanford, Esq., who is now the highest authority on the mammals of India, I studied the species I was able to collect, and took notes, which I have with me. These notes, with Dr. Jerdon's "Mammals of India," which I have used freely, are all the helps I have at hand for preparing this paper. I am sorry that I have not with me the papers published by Mr. Blanford on some of the spiny mice. I hope that the imperfections of the paper will be remedied by the comments of other observers.

These rats and mice are all included in the sub-family Murinæ; but they belong to several groups, which will be characterized as we proceed.

The First Group is that of the Jerboa Rats. They are between the Kangaroo, like jerboas, and the true rats. Their fore-legs are small, while their hind legs are powerful, and they are very agile and capable of surprising jumps. They have long and somewhat pointed heads, large eyes, and long tails, with tufts of hairs at their tips.

The Indian Jerboa Rat (Gerbillius indicus) had this year proved the most widely destructive of all these rodents, and has doubtless destroyed more grain than all the other kinds together. It is well called, by the Marathas, the Haran-undir, i.e., the antelope-rat; for its colours are like those of the female antelope; its ears are prominent; and its eyes are large and gazelle-like. It is fawn-coloured above and white below. It has long black whiskers, and a tuft of black or blackish hairs at the end of its tail. Its head and body are about 7 inches long and its tail is more than 8 inches long. Its fore-foot is half an inch, and its hind foot, two inches long. It weighs from 6 to 7 ounces. It burrows among the roots of bushes, or in the open ground, and forms long galleries. These have branches, that end in chambers, which are several inches wide, and are carpeted with dried grass. They do not usually hoard their food, which consists of grain and roots, especially of the sweet roots of harayali grass (Cynodon dactylon) which it easily digs out of the ground.

The female brings forth a large litter of young ones, usually numbering 8 to 12; and Dr. Jerdon says, "occasionally it is said, as many as 16 or 20." This remarkable fecundity will help to account for their astonishing increase during this last year.

Those who wish to see these pretty antelope-rats, should note a place where there are many fresh rat holes and there quietly approach the spot in the dusk of evening. They will soon see them leaping about, and will recognize them by their fine large eyes.

These jerboa rats have the credit, this year, of climbing the jowari stalks and cutting off the ears. But it is probable that the metade, spiny mice, are the more frequent offenders in this mode of destruction.

The Second Group contains the Mole Rats. They are characterized by their bluff head, large incisor teeth, and [illegible], nearly naked tail. They are called Koku or Kok [illegible] Wadaris, but are known as Kole-undir by the [illegible] name, undir, which is applied by the Marathas to all [illegible] and mice.

[illegible] Indian Mole Rat (Nesokia indica) would be regarded [illegible] the common brown rat (mus decumanus) by a casual observer. But it has a shorter body and a shorter [illegible] though it is stouter and heavier. It grunts like the [illegible] when pursued. Its colour is similar to that of [illegible] common brown rat, but there are fawn-coloured hairs [illegible] with the fur, and it is lighter below. Its [illegible]

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small and round. Its tail is naked and looks short. Its incisor teeth are very large, flat in front and orange yellow. Its entire length is about 13 inches, of which the tail takes 6 inches. The palm of its fore-foot is nearly half an inch long, and that of its hind foot, an inch and a half.

This rat lives alone, and forms extensive burrows. Dr. Jerdon says that he has seen its burrow, which "covered a space of nearly 15 or 20 yards in diameter." It stores large quantities of grain in its burrows, and the Wadaris dig them out and use both the rat and its store of grain for food. The female brings forth eight or ten at a birth, but drives her young away from her burrow as soon as they can take care of themselves. I have usually found this rat near fields of sugar-cane. Mr. Elliot says that "the Kok abounds in the richly cultivated black plains on cotton grounds;" that "the heavy rains often inundate their earths, destroy their stores, and force them to seek a new habitation." It is the opinion of the natives that great numbers of the rats that inhabit the black soil are yearly killed by the first heavy rain of the monsoon. As the black soil swells when the rain falls on it, so as to fill the broad deep cracks and the holes that are formed in the hot season, if a heavy rain falls on the dry seamed fields, the rats are caught in their holes and the fissures where they are hiding, and are smothered by the swelling soil. This idea is doubtless correct, and the great increase of these and the metad rats this year is partly accounted for by the fact, that in this rat-destroyed region, there was no sudden burst of the monsoon in 1878 with heavy rain, that would have destroyed them. Under the influence of the gentle showers, the black soil swelled gradually, and the rats escaped suffocation.

The Third Group is that of the typical rats that belong to the genus Mus as most restricted. These are too well known to require description. We have The Bandicote Rat, (Mus bandicota); The Black Rat, (Mus rathus); and The Brown Rat, (Mus decumanus). They usually infest houses and eat the food stored in those houses. But sometimes they attack adjoining fields of grain, and destroy large quantities of the ears.

Omitting a group of very long-tailed rats, of which I have found no specimens in the Deccan, our Fourth Group contains some arboreal, long-tailed mice. These are placed by Gray in a genus that he calls Vandeleuria. They "have the upper incisors triangular and grooved in front, ears hairy, hind feet very long, slender, claws small, tail long with scattered hairs more crowded at the tip, the fur soft, in the long bristles interspersed."

The Long-tailed Tree-mouse (Mus oleraceus), is very pretty. It is of a bright rufous colour above, with its feet and lower parts pure white. Dr. Jerdon says "I have found it most abundant in the south of India where it frequents trees, and very commonly palm-trees, &c." At Ahmednagar it has annoyed me by biting off the flowering branches of the Antigonon leptopus, a lovely creeper, that for several months of the year is covered with a mass of rose coloured blossoms. This mouse has not probably helped much in the destruction of the grain crops.

Our Fifth Group comprises the House Mice. The common Indian mouse (Mus urbanus), has habits like those of the English house mouse. It is dusky, reddish-brown above, paler below. Blyth says that "this differs conspicuously from the common English mouse in its smaller ears and much longer tail. It has also larger eyes and smaller feet. The fur too is of a very different texture."

Our Sixth Group is composed of the Field Mice, of which the fur contains no flattened or spiny hairs. The tail is shorter than the head and body.

The Earthy Field Mouse (Mus terricolor). Its length from its nose to the tip of its tail is only four and a half inches, of which the tail is about two inches. Its colour above is fawn-coloured and below white. The fawn and white are abruptly separated. I have rarely obtained this mouse, and do not think it is common in the Deccan.

The Seventh Group comprises the Spiny Field Mice, and we have five species of them. The fur of these mice is mixed with spiny and flattened hairs. These are sharper and rougher on some of the species than on the others; but under the microscope the spiny hairs of even the L. Lepida and G. Mettada, are at once distinguished.

The Brown Spiny Mouse (Leggada platythrix) is well known to the Wadaris of the Deccan. The specimens they brought me they called Legyade or Legad gondu. The entire length of a full grown mouse of this species is 6 inches, of which the tail is 2·5 inches; its ear is only half an inch long. It is of a light sandy brown colour above, and white below. The flattened spiny hairs on the back are transparent and noticeable. They are smaller on the belly. This mouse burrows on hill sides or in banks. Its burrow is found by a collection of small pebbles that it is in the habit of making around the mouth of its burrow. It uses these pebbles for closing the mouth of its burrow. The food of this mouse is mostly or entirely vegetable. So it may have helped in destroying the crops in some places, but its numbers increase less rapidly than of some other kinds, and it is probably not one of the chief pests.

The Fulvous Spiny Mouse, (Leggada—N.S.) was brought me at Ahmednagar by a Wadari. He called it Shintad gandu. The Wadaris said they knew it well, but I was unable to procure another specimen. The one obtained was a full-grown male, 6 inches long, of which the tail was just 3 inches. Its colour was dusky, the tips of its hairs being fulvous on the sides and below. Both the dusky and fulvous grew lighter below. Its whiskers were entirely black. Its upper incisors were orange and its lower incisors were gloss, slimy white. Its ear was 0·5 × 0·4 inch. Its palm was 0·3 inch, and its sole 0·62 inch in length. I sent this mouse to W. T. Blanford, Esq., and hope that, among his many pressing duties, he may find time to describe it.

The Small Spiny Mouse (Leggada lepida), is more common. A large one is only about 5·5 inches in length, of which the tail is nearly one-half. The Nagar Wadaris call it shintad burkhai or shintad purkha. Jerdon writes the Wadari name, chita burkani. It is of a pale, sandy brown colour above and white below, the two colours being distinctly defined where they meet. The spiny hairs of this mouse are fine and transparent, and not rough to the touch. Its habits are like those of L. platythrix, and it is not likely to have proved very abundant or very destructive anywhere.

The Bush Rat, or as it is called in Ceylon, the Coffee Rat (Golunda Ellioti), does not seem to be abundant in the Deccan, but specimens were obtained at Nagar. The Wadaris called it Gulandi. This rat, most people would call it mouse, has been carefully described by Mr. Blanford in the Journal of Asiatic Society of Bengal, and I am sorry I have not the papers at hand. The mouse is 10·5 inches long, of which the tail is 4·3 inches. Its ear is 0·6 inches long. Its colour is dusky, fulvous, fading into a light tawny colour below. Its muzzle is blunt and its face is covered with rough hair. Its whiskers are long and very fine. It does not burrow, but makes its ball-like nest among the branches of some thorny bush. Its principal food seems to be the roots of the (Cynodon dactylon) harayali grass.

Dr. Jerdon says that "this is the Coffee Rat of Ceylon, so destructive to coffee trees: whole plantations being sometimes deprived of buds and blossoms by these rats." And he quotes Dr. Kelaort as saying—"They appear to be migratory, and are not always seen in coffee estates; when they do visit the cultivated parts, their numbers are so great, that in one day, more than a thousand have been known to be killed on one estate."

The Large-eared Field Mouse (Golunda mettada), is one of our chief pests. It is a soft-furred mouse, and yet has a few flattened and spiny hairs among its fine close fur. As have the other members of this group, its colour is reddish-brown with a mixture of fawn becoming lighter below. Its whole length is about 10 inches, of which the tail is 4·3 inches. It is distinguished by its large ear, which is 0·8 inch in diameter. The female produces six or eight young at a birth. It is called mettad or mettangandu by the Wadaris.

This mouse has long been known as a plague. I cannot better show this and its habits than by quoting what was written many years ago by Mr. Elliot. He says, "The mettade lives entirely in cultivated fields in pairs or small societies of five or six, making a very slight and rude hole in the root of a bush, or merely harbouring among the heaps of stones thrown together in the fields in the deserted burrow of the Kok, or contenting itself with the deep cracks and fissures, formed in the black soil during the hot months. Great numbers perish annually when these collapse, and fill up at the commencement of the rains. The monsoon of 1826 having been deficient in the usual fall of rain at the commencement of the season, the mettades bred in such numbers as to become a perfect plague. They ate up the seed as soon as sown, and continued their ravages when the grain approached to maturity, climbing up the stalks of jowari, and cutting off the ear to devour the grain with greater facility. I saw many whole fields completely devastated, so much so as to prevent the farmers from paying their rents. The ryots employed the Wadars to destroy them, who killed them by thousands, receiving a measure of grain for so many dozens, without perceptibly diminishing their numbers."

This rat, with the Jerboa rat and the mole rat, i. e., the mettade, the haran undir, and the kok are the "horrid rats" that have this year destroyed the crops over thousands of square miles of the Deccan. The people were rejoicing in the promise of fine jowari and wheat crops, but the ravages of these rats reduced them to sudden consternation and despair. In some fields they did the work of destruction leisurely, cutting down with their sharp incisors some cart-loads of the stalks each night, and either eating the grain or dragging the beads into their burrows. Into other fields, an army of the rats suddenly entered in the night, and in a few hours ate up the grain like a flight of locusts. After our two years of famine from drought, this new calamity was indescribably terrible. The bountiful harvest was snatched from the eager emaciated hands of the half-starved people who had survived the drought, just as they began to eat the roasting ears of the first fruits, and were preparing to gather and bring home the golden sheaves with rejoicing. It is no wonder that their eyes have lost their lustre, and that they creep round in this dispirited way. It is no wonder that they say "what can we do? and what is the use?" and delay to plough their fields. More than half the houses of these villages are empty, and falling to ruin. Half the population has gone. Many years must elapse before the old prosperity can fully return. It seems strange that the last of the plagues that have wrought this desolation, should be an invasion of rats and mice.

REMEDIES.

It is easier to suggest than to apply remedies, but it is plain that all practicable remedies should be used to abate the pest. A race less apathetic than the Hindus are, and people less scrupulous than most Hindus are in things that involve the destruction of life, would surely have inaugurated measures of various kinds for destroying the rats.

1. Still, though the farmers have done nothing of that kind, Government might offer rewards for dead rats, by the dozen or the score, that would lead the Wadaris and other low-caste Hindus to kill them in large numbers.

2. It is likely that there are substances which the rats would eat, with which poison might be mixed, and so great numbers might be poisoned. Only the process must be executed with great caution, for every eatable thing that is exposed on the ground, is likely to be picked up and eaten by somebody.

3. Many rats might also be trapped. A very efficient rat-trap may be made by attaching a thin board 18 or 20 inches long, by a hinge fastened near its middle to the edge of ranjan (or barrel) that should be half filled with water, so that when the rat goes for the bait on the unsupported end of the board, his weight will tip it, and he will inevitably fall into the water in the ranjan, and then the board, because the outer half is a little heavier, will return to its first position, and be ready for the next comer.

ATTEMPT TO MURDER.—The Madras High Court has confirmed the sentence of seven years' rigorous imprisonment on Ramaswamy Iyengar, a cook, for attempting to murder his master by putting corrosive sublimate in his food.

THE AVA-BRENHILDA CASE.—The trial of Captain Schurr, master of the Brenhilda, was resumed on Monday at half-past 2 P. M. Mr. Branson addressed the court on behalf of Captain Schurr, after which the following witnesses were examined for the defence:—Captain Alexander Burgess, commander of the Cedric the Saxon, Captain John Carson, of the steamer Maharanee; Captain George Southcote, of the Bruce; Captain Edwin Charles Bennett, of the Thessalius; and Captain J. A. Webster, master of the Mary Stenhouse. All the witnesses were of opinion that Captain Schurr had acted prudently in resuming his course after he sighted the green light of the Ava, though the vessel might have been at a distance of only a mile and a half away from him. Two of the witnesses thought that even if the distance had been a mile, the Captain would have been justified in resuming his course. It was the business of a steamer to keep a sharp look out, and to steer clear of a sailing ship, no matter if the ship was proceeding on the course of the steamer. At the conclusion of the evidence, the Advocate-General summed up the whole case. His Lordship informed the learned Counsel, that he would hereafter let them know the day on which he would give judgment.—Englishman.

WE owe it to truth to state that all the physicians who have prescribed it to their patients *Grimault and Co.'s Indian Cigarettes* are unanimous in telling that their effect in *asthma, chronic catarrhs*, and *inflammation of the mucous membrane of the nose, palate*, and *bronchiæ* is most surprising.—*Vienna Medical Gazette*, (Austria.)

NATIVE APPOINTMENTS IN INDIA.

(*The Times.*)

THE regulations recently issued by the Government of India for the employment of natives in the Civil Service, afford a significant commentary on Mr. Bright's acrimonious remarks of Wednesday on the same subject. It is true that since 1833, when the charter of the East India Company was renewed, the principle has been accepted that "no native shall by reason of his religion, place of birth, or colour be disabled from holding any office;" but until the present regulations were sanctioned the only manner in which a native of India could obtain an entrance into the Civil Service was by coming to this country and successfully passing the competitive examinations annually held for the purpose of selecting candidates. Mr. Bright has denounced this condition as an intolerable hardship and grievance, and it may be admitted that, as a matter of fact, it has operated as a bar to the employment of natives in all but a few exceptional cases. But it is clear to any one who has followed the history of the question that the difficulty has arisen, not from any unwillingness on the part of the Indian Government to fulfil the spirit of the charter of 1833 and the Queen's proclamation of 1858, but from the inherent perplexity of the subject. It has occupied the earnest attention of many successive Viceroys and Secretaries of State, and a determined attempt has now been made to deal with it in a liberal and comprehensive spirit. In future it will no longer be necessary for native Indians to come to this country in order to obtain employment in the Civil Service. The local Governments are empowered to nominate a certain number every year, and the number of candidates selected in this country for similar employment will be correspondingly diminished. The native candidates are not to be more than 25 years of age on their first nomination, except in cases of special merit or ability, proved in the service of the Government or in the practice of a profession. The number of nominations is not, in ordinary, to exceed one-fifth of the number of Europeans appointed to the covenanted Civil Service in the same year; but for the present and two following years it may amount to two in excess of the regular proportion. Natives appointed in the ordinary way are to serve on probation for two years and to pass such examinations as are provided for them, but the nomination of persons over 25 years of age may be confirmed without such a period of probation. The native civil servants are, as a rule, to be employed only in their own provinces, but on this point a discretion is vested in the Governor-General. Finally, the local Governments with whom the appointments originally rest are furnished with a power of disqualifying their nominees for further employment with the previous sanction of the Governor-General.

Mr. Bright himself will hardly be able to quarrel with a scheme so liberal as this. It has been elaborated after years of anxious consideration, and it seems to us to make all reasonable concessions to the very natural claim of natives of India to be admitted to a share of employment in the Civil Service of the country. It does not extinguish the privilege already enjoyed by Indians of competing in this country for Civil Service appointments, and so far it is a manifest improvement on a plan, which, but for the existence of Acts of Parliament to the contrary, might have found favour with the Indian Government, of establishing a close native service side by side with the covenanted Civil Service recruited in this country. On the contrary, it retains that privilege intact, while it offers to natives a new avenue to civil employment specially adapted to their peculiar circumstances. Englishmen, in order to obtain employment in India, must still undergo a searching competitive examination, but Indians can be nominated in the first place without undergoing any such ordeal, if only they can approve themselves as fitted for employment in the judgment of the local Government empowered to appoint them on probation. When their appointment is confirmed they will at once be placed on a footing of equality with the convenanted civilians. It is, of course, open to captious criticism to say that even when this scheme comes into full operation it will only provide employment for one native to every four Europeans. But reasonable men will admit that the experiment is a very momentous one, and that it is of the last importance to proceed with it cautiously and tentatively. If it succeeds, there is no reason why the proportion should not be gradually enlarged; but the interests at stake, being nothing short of the stability and well-being of our Indian Empire, are far too vast to be trifled with. Some persons may complain of the condition that native civilians should, as a rule, only be employed in their own provinces. But we have to consider that India is very far from being a homogeneous country. It is a vast congeries of races, some acute in intellect but physically feeble and morally inert, some warlike and intractable, some mild and docile, most but imperfectly civilized and only partially amenable to methods of government in which the strong hand of force, though present, is kept in abeyance. No reasonable man will deny that the English are and must remain the dominant race throughout the country in virtue of the qualities which have established and still maintain their empire. Their place may, no doubt, be advantageously taken by carefully selected natives in a certain moderate proportion, but only mischief could come from the attempt to displace them suddenly in favour of an exclusively native Civil Service. It is probable that for some time to come the superior intelligence of the Bengalees will give them an advantage over other native competitors, but no competent person would contemplate any proposal to govern the more warlike districts of India by means of Bengalee civilians without serious and well-founded misgiving. It is worthy of serious consideration whether selected native civilans should be encouraged to visit this country during their period of probation. If they did so, they would be enabled to add to their qualifications for the service under the new arrangements provided at the instance of the Secretary of State at the Universities, and we believe it would be found that the Government would be ready to grant them the same allowances as are now drawn by candidates selected in this country. It is impossible to overrate the advantages which native Indians of high character and intelligence would derive from such a sojourn in this country. They would receive a cordial welcome at the Universities; they would learn to know us as we are, and not as Mr. Bright, in his irreconcilable mood, chooses to describe us; and they would have opportunities of obtaining a liberal education such as the most careful training in India would be powerless to supply. Their presence, moreover, would give purpose and vitality to the Indian Institute about to be established at Oxford. It is, indeed, little to the credit of the higher intelligence of Englishmen that India, with its multitudinous races, its various and venerable civilization, its classical literatures, its creeds and its religions, its industry and its culture, should never have been constituted an object of comprehensive study at any of our Universities. The deficiency is now in a fair way to be supplied through the determined efforts of the Professor of Sanscrit at Oxford and those who have so liberally supported him. An Indian Institute such as the Professor contemplates is a very good thing, whether native civilians come to study at Oxford or not. But if they do come, it is well that they should find that one University, at least, is not without a proper sense of the importance of a comprehensive study of all things pertaining to India.

Another important question will have to be fully considered in relation to this scheme of admitting natives of India in a larger proportion to the Civil Service. This is the question of salary. It will hardly be denied that a native civilian will be in a very different position from that which is ordinarily occupied by a European. We need not dwell on the mode of life and scale of expenses ordinarily prevalent among the two races respectively, for it is evident that the native civilian, if he is to exercise an equal influence and authority, must be placed in all essential respects on a footing of social equality with his European colleagues. But the native civilian will serve in his own country and among his own people. His appointment will involve no severance of family ties, nor will his home be broken up by the necessity of educating his children at a distance of thousands of miles from the place in which his life is spent. Even if he comes to this country for the completion of his education, he will be at no greater expense than Europeans when they first go to India, for his allowances will be the same as theirs. He will live in a climate to which he is habituated by birth and race, though it is one which all Europeans find more or less exhausting, and he will have no long and costly journeys to make in order to visit his native land. For all these reasons it is clear that an Indian who serves in his own country has no claim to a salary calculated on terms which alone would tempt Englishmen with the qualifications required in India to expatriate themselves for a long period of years. On the other hand, the disadvantage is obvious of making distinctions dependent only on race. Such distinctions must necessarily be more or less invidious, and would operate to the social disadvantage of civilians remunerated, on whatever grounds, at a lower rate than their colleagues. This is a real difficulty, which it will need much care and consideration effectually to surmount. We believe that a scheme for overcoming it by some such expedient as that of fixing the salaries of equivalent posts at a normal and uniform rate for Europeans and natives alike is now under the consideration of the Indian Government. This, of course, would nominally reduce the present salaries of covenanted civilians, but the deficiency would be made up in another form not accounted as salary, but as allowances and privileges granted in consideration of their exceptional conditions of service. As far as services in India are concerned those of a native ought to be accounted as equivalent in value to those of a European. But the latter serves at a distance from his home and under very unfavourable conditions in regard to personal health and family life, while the former is as much at home in Calcutta as an Englishman would be in London. This essential difference, therefore, needs to be taken into account in the total remuneration assigned to Europeans, though the normal salary of both classes of civilians might be fixed at the same amount. It is clear, then, that the whole question of the admission of natives to the Civil Service is beset with difficulties of no ordinary kind; but after repeated failures a praiseworthy effort has at last been made to surmount them. We cannot but wish the experiment every success, and we rejoice that the conditions on which it is to be tried should have been made public at a time when it is sought to persuade us that England is unmindful of her duties to India.

GENERAL GOURKHO AND THE NIHILISTS.

GENERAL GOURKHO has a high reputation for energy and personal courage. His name will remain eternally associated with the first passage of the Balkans by our troops, that brilliant but rash feat of arms which brought about so many deplorable results. The soldiers and officers who have served under him always found that he was not a man to let obstacles stop him; he goes straight to the goal he marks out, and is quite insensible to humanitarian considerations. It is, indeed, said that he never felt much pity for the soldiers at whose cost a victory had to be bought, and one may infer from this that he will feel still less compunction for the revolutionists and the Nihilists he fighting now. In this sense the choice clearly is a good one; every system ought to be carried out by tools which are appropriate, and if dictatorship is introduced in order to frighten the foe, a tender-hearted chief would be wholly out of place. The regulations by which General Gourkho signaled his entrance into office have been already published by the European press. The new duties devolved on the porters, called *dvorniki*, and the prohibition against persons keeping, buying, and wearing arms of any description without a legal authorization, were understood to be the only decrees which are directly due to his initiative. The utility of both measures is much discussed, and is often denied. The *dvorniki* have always been considered as a sort of public guardians, belonging partly to the police. They are obliged to attend to the passports of the lodgers, and to inform the police if anything irregular or suspicious happens in the house; they are required to assist policemen in arresting malefactors, and so on. By the recent regulation the Governor-General has practically promoted them to a higher rank, in trusting them at the same time with a more arduous task. They are, as the reader knows, to sit day and night at the house doors, taking care that no placards or advertisements be stuck up on the walls without the due legal permission, and seeing that no dangerous or inflammable substances be cast on the pavement; and they are to arrest every suspicious-looking person. This latter right gives them a power which will very likely turn out to be a source of many abuses. The *dvorniki* are generally recruited from among the peasants, or the lower classes. They must have received an elementary education, for they have to possess the first rudiments of spelling and writing, as well as some notions of the law, and the regulations in use by the police. But the number of these comparatively learned porters is not very great, and when it was ordered that the *dvornik* should immediately be doubled, and in the case of many houses even tripled, the supplementary men had naturally to be sought in other classes. The house-owners are obliged to have a watchman sitting at each door, under the penalty of a heavy fine of 500 rubles; and not knowing where to get them, they were glad to hire any one who offered for the duty. It may consequently be guessed that the set of *dvorniki* now sitting with a discontented look in our streets present a very mixed and strange array. Most of them do not quite know what is expected from them; still less are they aware how they are to discover suspicious persons. In their methods of going about it great variety is to be found. The apathetic natures say that they cannot distinguish innocent from dangerous men, and they let everybody go their way, meanwhile reading a newspaper or sleeping on their hard seat. Another class of them, endowed with a sanguine temperament, look more seriously upon their duty. They anxiously scrutinize every passer-by, and if the man stops on his way, or puts his hands into his pockets, or even throws a fragment of paper or some other trifle into the river, they are immediately after him, asking his explanation of such alarming deeds. If he hesitates and does not give ready answers, he is led to the authorities. Is it not possible that after some practice acquired in this line, these energetic *dvorniki* will bethink themselves of drawing some advantage from their powers? The majority of the persons threatened with summary arrest will be glad to escape from it by paying a few rubles. As to complaining afterwards of such exactions, they well know that there will not be much chance of their being believed by the magistrate. The Government will think it incumbent on itself to take the part of its agents, not letting a shadow be cast on their honesty. The most prudent course obviously is to pay the black mail in silence. If all these drawbacks are taken into consideration even without dwelling on the heavy tax imposed upon the house occupier, what good is to be looked for from this watch of the dvorniki? Its usefulness appears very problematical, and nearly everybody thinks that such a mode of rule cannot last long.—*The Contemporary Review.*

THE TRANSVAAL.

THE *Natal Mercury* gives the following facts concerning the Transvaal, culled from a book almanack edited by Mr. F. Jeppe:—"We knew next to nothing of the aboriginal races who inhabit the late Republic. They are mostly Mantatees, otherwise known as Makkatees, or Mahowas, a term of contempt still used by the southern and better-bred natives. Broken up though these people are into petty tribes, under petty captains, they all yield subjection to Secocoeni, their present chief paramount. Hence the importance of subjugating this troublesome man, who may be said to rule a people not much inferior to the number of the Zulus themselves. Mr. Watermeyer gives a list of 24 petty chiefs, whose tribes range from 4,000 to 30,000, including that more immediately under Secocoeni's rule. They make an approximate total of 24,000; but in addition there is Mapoch, with the following of 12,000, also living in the Lydenburg district, the migratory Vaalpens Caffres, who are estimated at 3,000 or 4,000, and the korannas, under Mankorosne Gasibon, with whom we have lately been in conflict, and who are set down at about 15,000. The native population of the Transvaal may thus be fairly computed at certainly not less than 300,000 souls, scattered over an area of quite 13,000,000 English acres.' If the figures be accurate, the Transvaal natives occupy a less area of the country comparatively than do those of Natal. Here a not much larger population absorb fully three and, probably four million acres or a fourth of the area of the colony; in the Transvaal the proportion is about one-tenth. The domestic and social conditions of the people are very much what they are here. Polygamy prevails; women are paid for, and do most of the work; large families are rare. Organic disease is little known. Circumcision is practiced. The laws of inheritance resemble those in vogue here, and there is a corresponding lack of any definite religious belief. We fully agree with the writer when he says, that 'the rule of the Berlin Missionary Society appears to be a most salutary one, which requires the scholar to learn to work as well as to read and write. The Bible and the plough, the missionary and the husband should be allies, working hand in hand towards the one common good of civilized man's highest and noblest aspirations.' Some of the facts are worth recalling, as they serve to show what where the notions of independence cherished by the founders of the Transvaal Republic. No Englishman or German was allowed to hold landed property. It was forbidden under pain of heavy fine to discover or work minerals. Nobody could declare himself insolvent, and any one might be compelled to hold office at or after the age of 25 years. 'The people will admit of no equality of persons of colour with white inhabitants, neither in State nor Church.' Mr. Jeppe frankly admits, 'that slavery existed in the Transvaal, and was practised under the disguise of the Apprentice Laws passed in 1856.' He shows that the history of the Republic was the record of civil war on more than one occasion, and he, too, looks forward to union as affording a panacea for the ills now suffered. The editor makes out the eastern boundary of the province to be only about 40 miles from Delagoa Bay. What does Portugal say to that? The Transvaal he describes as being about half the size of Cape Colony, three times the size of the Orange Free State, and nearly six times the size of Natal. It is nearly the size of Great Britian and Ireland, and larger than the kingdom of Italy. None of its mountains rise to the height of those that overlook Natal, Mauch Berg, in the Drakensberg, being only 7,177ft. high. Estimates of the white population range from 30,000 to 50,000 and the arms-bearing section is generally set down at 8,000. The town or villages are more thinly peopled than we had imagined, Pretoria leading with only 400 and Potchefstroom following with 290. The Gold Fields can only boast a population of 155, and Lydenburg has but 100. One might imagine that so small a proportion of townspeople to country residents would indicate the production of large exportable staples, but the result is insignificant under all heads, except that of wool. We regret to state, in conclusion, that while Natal, with a white population of 21,045, shows a school return of 2,519, the Transvaal, with a population set down on the return at 45,000 has only 306 of its children attending school. No wonder that the mind of the people is dense, or that its prejudices are so strong and narrow! The number of children per 1,000 of European inhabitants attending each school in each of the four South African divisions is thus classified:—Cape Colony 82·35; Natal, 119·69: Orange Free State, 20·12; Transvaal, 6·8. Here we have a key to the whole difficulty of the future. What can be expected from ignorance but bitterness and misunderstanding. A people so uneducated and left to themselves must necessarily be the prey of better-informed foreigners and adventurers."

EXECUTION AT ALLAHABAD.—The extreme penalty of the law has been inflicted on Ram Lall, the murderer of Bhoorgia, the young kunbie woman, at Furreedpoor, near Akeelserai. He was hanged on Wednesday morning within the place set apart for executions, adjoining the Allahabad district jail.

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TOTAL ACCUMULATED FUNDS invested in the best and safest Securities now amount to
£3,758,042 STERLING.
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POLICIES covering risks on MERCHANDISE, BUILDINGS, SPINNING MILLS, COTTON AND JUTE PRESSES, SHOPS, BUNGALOWS, HOUSEHOLD FURNITURE, HOTELS, AND CLUBS, both in Bombay and in the MOFUSSIL, granted on most favourable terms, COALS on the BUNDERS also covered.
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MARINE INSURANCE.	
THE SWISS LLOYD MARINE INSURANCE Co., CAPITAL...............Rs.	2,000,000
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